TR650 Strada

TR650 Terra

Manuale utente_Owner's manual_Manuel d'utilisateur_Benutzerhandbuch_Manual del usuario

Husqvarna

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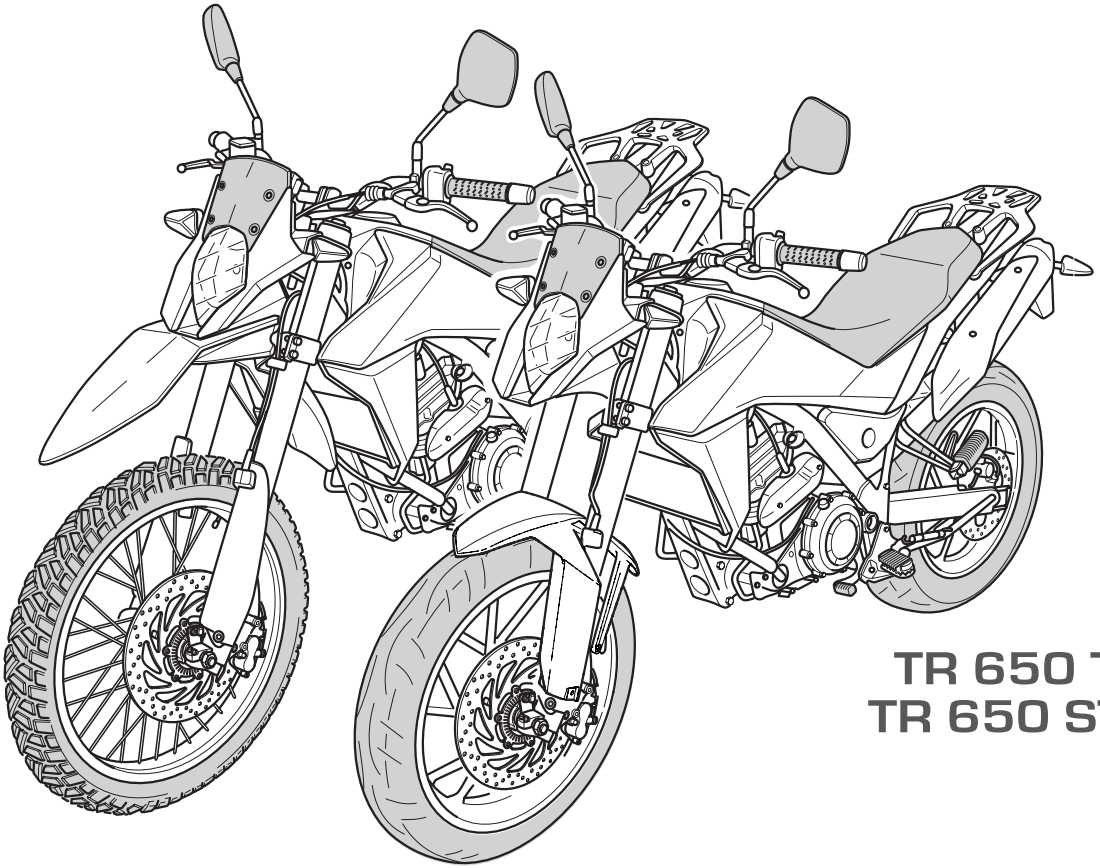

Husqvarna®

TR 650 TERRA MY13
TR 650 STRADA MY13

Ed. 07-2012 - Rev. 02
Unless specified, data and prescription are referred to all the models.

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Note

- References to the "left" or "right" of the motorcycle are considered from the point of view of a person facing forward.

- Z: number of teeth

- A: Austria
  AUS: Australia
  B: Belgium
  BR: Brazil
  CDN: Canada
  CH: Switzerland
  D: Germany
  E: Spain
  F: France
  FIN: Finland
  GB: Great Britain
  I: Italy
  J: Japan
  USA: United States of America

- Unless otherwise specified, all the data and the instructions refer to all Countries.

PRESENTATION

Welcome to the Husqvarna motorcycling family!
Your new Husqvarna motorcycle is designed and manufactured to be the best in its field. The instructions in this book have been prepared to provide a simple and understandable guide for your motorcycle's operation and care. Follow the instructions carefully to obtain maximum performance and your personal motorcycling pleasure. Your owner's manual contains instructions for owner care and maintenance. The main repair or maintenance work requires the attention of a skilled mechanic and the use of special tools and equipment. Your Husqvarna Dealer has the facilities, experience and original parts necessary to properly render this valuable service.

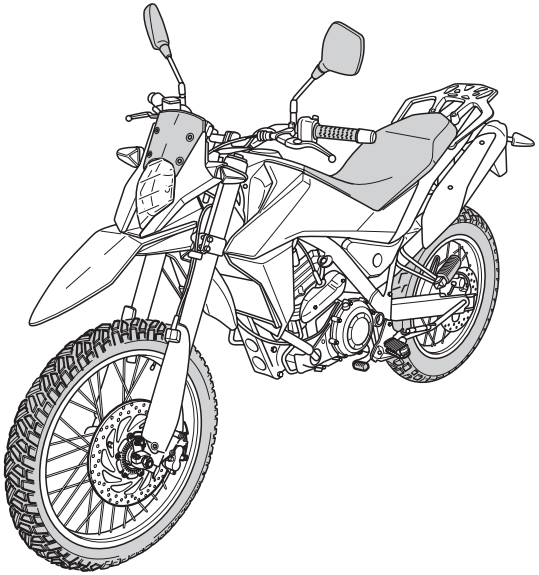
This "Owner's Manual" is part and parcel of the motorcycle, hence, it shall remain with the motorcycle even when sold to another user.

This motorcycle uses components designed thanks to systems and state-of-the-art technologies which are thereafter tested in competitions.
In racing motorcycles, every detail is verified after each race in order to guarantee better performance at all times.
To ensure trouble-free operation of the motorcycle, the maintenance and inspection table found under Appendix A must be complied with.

IMPORTANT NOTICES

1) TR650 STRADA and TR 650 TERRA models are designed for ROAD use, guaranteed free from faults, and covered by legal warranty provided that NO CHANGE IS MADE TO THE STANDARD SETTING and that the intervals specified in maintenance table of Appendix A are complied with.

2) All the motorcycles and any of their parts used in competitions of any type are excluded from the warranty.



IMPORTANT

In order to maintain the vehicle's "Guarantee of Functionality", the client must follow the maintenance programme indicated in the user's manual by carrying out maintenance inspections at authorised HUSQVARNA dealers.
The cost for replacing parts and the labour required to comply with the maintenance plan is charged to the Client.
NOTE: the warranty is NULL AND VOID if the motorcycle is rented.

WARNING*:
ALWAYS remember that all the motorcycles and their parts used in competitions of any type are excluded from the warranty and that all modifications to standard configuration cause THE VEHICLE NON COMPLIANCE WITH TYPE-APPROVAL REQUIREMENTS and it is hence unsuitable for circulating on public roads: consequently it may be used only in "CLOSED CIRCUITS" by authorised subjects holding the relevant driving licence or authorisation.

Important Notice

Read this manual carefully and pay special attention to statements preceded by the following words:

WARNING*:
Indicates the possibility of severe personal injury or death if instructions are not followed.

CAUTION*:
Indicates the possibility of personal injury or vehicle damage if instructions are not followed.

Note*:
Gives helpful information.

Parts Replacement

When parts replacement is required, use only Husqvarna ORIGINAL parts.

WARNING*: After a crash, inspect the motorcycle carefully. Make sure that the throttle control, brake, clutch and all other systems are undamaged. Riding with a damaged motorcycle can lead to a serious accident.

WARNING*: Never attempt to start or operate your motorcycle unless you are wearing appropriate protective clothing. Always wear a motorcycle helmet, boots, gloves, goggles and other appropriate protective clothing.

PRECAUTIONS FOR CHILDREN

WARNING*:
- **Park the vehicle where it is unlikely to be bumped into or damaged.**
  Even slight or involuntary bumps can cause the vehicle to tip over, with subsequent risk of serious harm to people or children.
- **To prevent the vehicle from tipping over, never park it on soft or uneven ground, nor on asphalt strongly heated by the sun.**
- **Engine and exhaust pipes become very hot during riding. Always park your motorcycle where people or children can not easily reach these parts, in order to avoid serious scalds.**
- **Do not leave the vehicle unattended with the engine running or the key in the ignition.**

INTENDED USE

This motorcycle has been manufactured so as to withstand standard road stresses.

GENERAL RECOMMENDATIONS

Read these general recommendations carefully before using the vehicle.

<u>Pannier and top boxes</u>

WARNING*:
Overloading and lack of loading uniformity can jeopardise the running stability of the motorcycle.
Do not exceed indicated total weight and keep to the load warnings.

- Adapt the adjustment of the spring preload, of the shock absorber and of the tyre pressure to total weight.
- Make sure the weight is uniformly shared out to the left and right.

- The heavier objects must be positioned at the bottom and internally.
- Keep to the max. load and top speed shown on the pannier warning plate.
- Keep to the max. load and top speed shown on the top box warning plate.

Electronic immobiliser

By means of a loop antenna on the ignition switch, the motorcycle electronics read the data recorded in the vehicle key. The control unit only allows starting the engine if the key has been recognised.
- Always keep the spare key separate from the ignition key.
- The spare key and the ignition key are available only from HUSQVARNA dealers. The dealer must determine the legitimacy of the purchase because the keys are part of a security system.

Carbon monoxide

Only run the engine in an open or very well ventilated area. If you do work in an enclosed area, make sure you use a fume extraction system.

WARNING*:
Exhaust emissions contain carbon monoxide, a poisonous gas which can cause loss of consciousness and even death if inhaled.

Parts of the vehicle that become hot

Before working on the engine and the exhaust unit, wait for them to cool down; while the vehicle is running, these parts become very hot and remain hot for some time after turning off the engine.

CAUTION*:
Risk of burns - work with caution and wear suitable PPE if necessary.

Fuel

WARNING*:
The fuel used to power internal combustion engines is highly flammable and explosive.
Refuel in ventilated areas with the engine switched off; do not smoke and avoid contact between the fuel and naked flames, sparks, etc. that may cause an explosion.

Do not dispose of fuel in the environment.

Keep out of reach of children.

CAUTION*:
Do not tilt the vehicle excessively since this may cause fuel to leak.

Engine

In some cases, coolant may become inflammable and if burnt, produce invisible flames which cause burns.

WARNING*:
Do not spill coolant onto hot components like the engine or exhaust pipe, etc. since it may ignite.
During maintenance work, wear latex gloves.
Never leave the coolant in open containers in areas accessible to children and animals since it is toxic.

DO NOT remove the radiator cap when the engine is hot; the coolant is pressurised and may cause scalding.

Engine oil

CAUTION*:
Do not dispose of oil in the environment since it is highly polluting.
Keep out of reach of children.
Wear latex gloves since prolonged contact with the skin can cause serious damage.
Send used oil to special authorised recyclers in accordance with the legal requirements in force in the country where the vehicle will be used.

Brake fluid

WARNING*:
Brake fluid is highly corrosive and may damage the rubber and painted parts of the vehicle.
While performing maintenance work, protect your eyes by wearing special goggles and wear protective gloves.
In the event of accidental contact with the eyes, rinse them with plenty of clean, running water and seek medical advice immediately.

Keep out of reach of children.

Battery

WARNING*:
Recharge the battery in well ventilated areas since the battery produces toxic, highly inflammable gases when being recharged; do not smoke or use naked flames or sparks.

The liquid in the battery is highly corrosive. If it comes into contact with the skin, rinse thoroughly with running water. It is extremely important to protect your eyes because even a small amount of liquid can cause irreversible damage to the eyes.

If it comes into contact with the eyes, rinse thoroughly with clean, running water and if swallowed accidentally, drink plenty of water or milk.
In all cases, seek medical advice immediately.

The battery liquid is corrosive and should not be poured onto the painted or rubber parts.

The battery liquid is highly polluting. DO NOT dispose in the environment; at the end of its service life, take the battery to the special authorised recycling centres in accordance with the legal requirements in force in the country where the vehicle will be used.

Keep out of reach of children.

IDENTIFICATION DATA

The engine identification number is stamped on the bottom RH side of the crankcase whereas the motorcycle serial number is stamped on the steering tube.
Always quote **the number stamped on the frame** when ordering spare parts or requesting further details about your vehicle and note it on this booklet.

CHASSIS NUMBER

VEHICLE IDENTIFICATION NUMBER (V.I.N.)

The full 17-digit serial, or Vehicle Identification Number, is stamped on the steering tube (R.H. side).

(●) = Model designation
(▲) = Model Year (2013)
(♦) = Progressive no.

(■)

ZKHOH11A#DV000001

(●) (▲) (♦)

TERRA USA

ZKHOH12A#DV000001

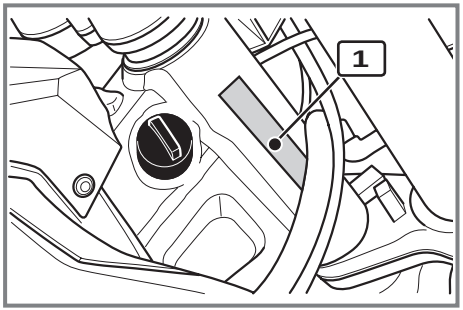
(●) (▲) (♦)

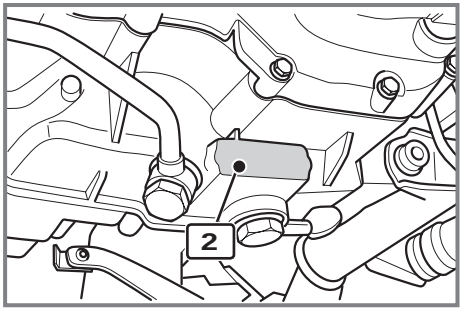
STRADA USA

ZKHOH12B#DV000001

(●) (▲) (♦)

Version (■)	Model
A	TR 650 Terra (43 kW)
C	TR 650 Terra (43 kW - ABS)
D	TR 650 Terra (35 kW - ABS)
E	TR 650 Strada (43 kW - ABS)
F	TR 650 Strada (35 kW - ABS)





1. Chassis serial number
2. Engine serial number

TECHNICAL DATA

ENGINE
Single cylinder, 4 stroke engine with four valves

Cooling . . . . . liquid and electric fan

Bore . . . . . .3,937 in (100 mm)
Stroke. . . . . .3,268 in (83 mm)
Displacement . . . . . .39,787 in^3 (652 cm$^{3)}$
Compression ratio 12,3:1

Starting . . . . . electric
Type of fuel . . . . . unleaded fuel 95ROZ/RON

TIMING SYSTEM
Double overhead camshaft chain operated; 4 valves

Valve clearance (with engine cold)
Intake. . . . . 0,009 ÷ 0,011 in (0,23 ÷ 0,28 mm)
Exhaust. . . . . 0,015 ÷ 0,017 in (0,38 ÷ 0,43 mm)

LUBRICATION
Dry sump with tank integrated in the chassis and cartridge oil filter.

IGNITION
Electronic with adjustable advance (digital control)

Spark plug type . . . . . "NGK" MAR9A-J-G06
Spark plug electrode gap . . . . . 0,024 in (± 0,004 in)
0,6 mm (± 0,1 mm)

FUEL SYSTEM
Electronic injection feed

PRIMARY DRIVE
Drive gear on crankshaft. . . . . Z 37
Driven gear on clutch housing . . . . . Z 72
Transmission ratio 1.946

CLUTCH
Multidisc in oil bath with mechanical control

TRANSMISSION
With front couplings always engaged

Transmission ratio
1st gear 2.750 (33/12)
2nd gear. 1.750 (28/16)
3rd gear 1.313 (21/16)
4th gear 1.045 (23/22)
5th gear 0.875 (21/24)

SECONDARY DRIVE
Transmission sprocket . . . . . Z 16
Rear wheel sprocket . . . . . Z 47
Transmission ratio 2.938
Drive chain dimensions . . . . . 520KRO 112 links

FINAL RATIOS
1st gear 15.722
2nd gear. 10.005
3rd gear 7.506
4th gear 5.974
5th gear 2.898

CHASSIS
Single frame, in round, rectangular and ellipsoidal steel pipes; rear steel chassis

FRONT SUSPENSION

Upside down type hydraulic fork . . . . . .
. . . . . ø 1.81 in (46 mm) fork legs
Wheel travel . . . . . .7.48 in (190 mm)

REAR SUSPENSION

Hydraulic monoshock (adjustment of spring preload and rebound hydraulic damping)
Wheel travel . . . . . .7.48 in (190 mm)

FRONT BRAKE
Ø 11,811 in (300 mm) fixed disc with hydraulic control and floating calliper

REAR BRAKE
Ø 9,449 in (240 mm) floating wave disc with hydraulic control and floating calliper

WHEELS

TR 650 STRADA
Front. . . . . .in light alloy: 2.5"x19"
Rear . . . . . in light alloy: 3"x17"

TR 650 TERRA
Front. . . . . with spokes and aluminium rim: 1.85"x21"
Rear
. . . . .with spokes and aluminium rim: 3"x18" (no ABS)
. . . . . with spokes and aluminium rim: 3"x17" (ABS)

TYRES

TR 650 STRADA
Front. . . . . 110/80 R19" M/C 59 V
Rear . . . . . 140/80 R17" M/C 59 V

Cold tyre pressure (Rider only)
Front. . . . . 2.2 kg/cm² (31.29 psi)
Rear . . . . . 2.0 kg/cm² (28.45 psi)
Cold tyre pressure (Rider and passenger)
Front. . . . . 2.2 kg/cm² (31.29 psi)
Rear . . . . . 2,5 kg/cm² (35.56 psi)

TR 650 TERRA
Front. . . . . 90/90 21″ M/C 54 H TL (ABS)
90/90 21″ M/C 54 S (no ABS)
Rear . . . . . 140/80 17″ M/C 59 H (ABS)
140/80 18″ M/C 70 S (no ABS)
Cold tyre pressure (Rider only)
Front. . . . . 2.0 kg/cm² (28.45 psi)
Rear . . . . . 2.5 kg/cm² (35.56 psi)
Cold tyre pressure (Rider and passenger)
Front. . . . . 2,0 kg/cm² (28.45 psi)
Rear . . . . . 2,8 kg/cm² (39.82 psi)

DIMENSIONS, WEIGHT, CAPACITY

Wheelbase . . . . . 55,055 in (1500 mm)
Total length (STRADA) . . . . . 88,504 in (2248 mm)
Total length (TERRA) . . . . . 89,252 in (2267 mm)
Overall width . . . . . 34,843 in (885 mm)
Max. height (STRADA) . . . . . 47,441 in (1205 mm)
Max. height (TERRA) . . . . . 48,15 in (1223 mm)
Saddle height (STRADA) . . . . . 33,858 in (860 mm)
Saddle height (TERRA) . . . . . .
34,449 in (875 mm) (no ABS - 18″)
34,055 in (865 mm) (ABS - 17″)
Minimum height off ground (STRADA) . . . . . .
9,843 in (250 mm)
Minimum height off ground (TERRA) . . . . . .
10,472 in (mm 266) (no ABS 18″)
10,118 in (257 mm) (ABS 17″)
Weight, without fuel (STRADA). . . . 390,218 lb (177 kg)
Weight without fuel. (TERRA). . . . . 383,604 (174 kg)

Fuel tank capacity including reserve . . . 3,08 Imp. Gall.
3,698 U.S. Gall.
l 14
Fuel reserve . . . . . approx. 0,55 Imp. Gall.
0,66 U.S. Gall.
2.5 l
Coolant tank capacity . . . . . 0,255 Imp. Gall.
0,306 U.S. Gall.
1.16 l
Oil and oil filter replacement. . . . . 0,44 Imp. Gall.
0,528 U.S. Gall.
2.0 l
Topping up oil between minimum and max. level . . . . .
0,055 Imp. Gall.
0,066 U.S. Gall.
l 0.25

TABLE FOR LUBRICATION, SUPPLIES

Engine, gearbox and primary drive lubricating oil
. . . . . CASTROL POWER1 RACING SAE 10W-50

Engine coolant . . . . . CASTROL MOTORCYCLE COOLANT

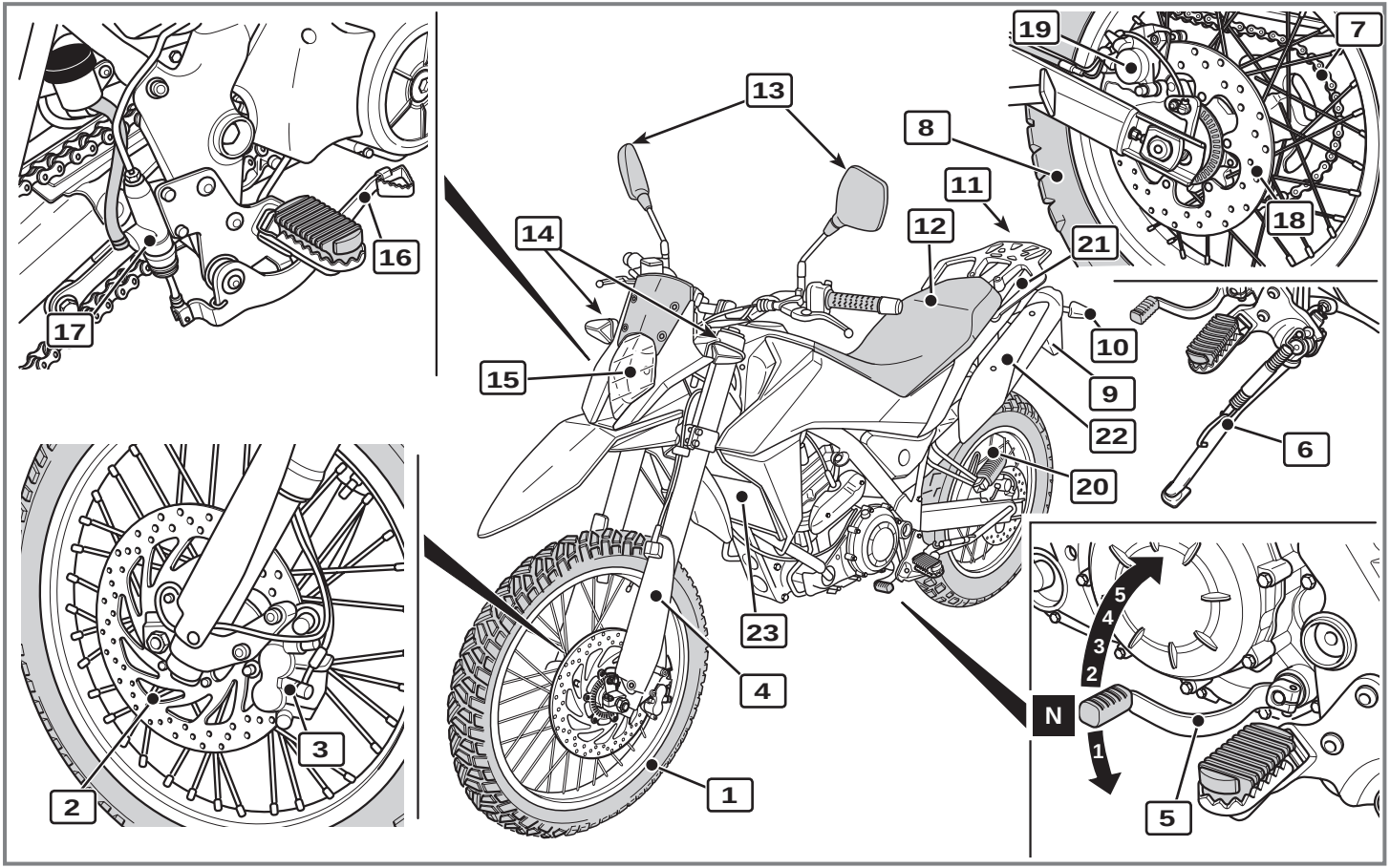
Brake fluid . . . . . CASTROL RESPONSE SUPER DOT 4

Grease lubrication. . . . . CASTROL LM GREASE 2

Secondary drive chain lubrication
. . . . . CASTROL CHAIN LUBE RACING

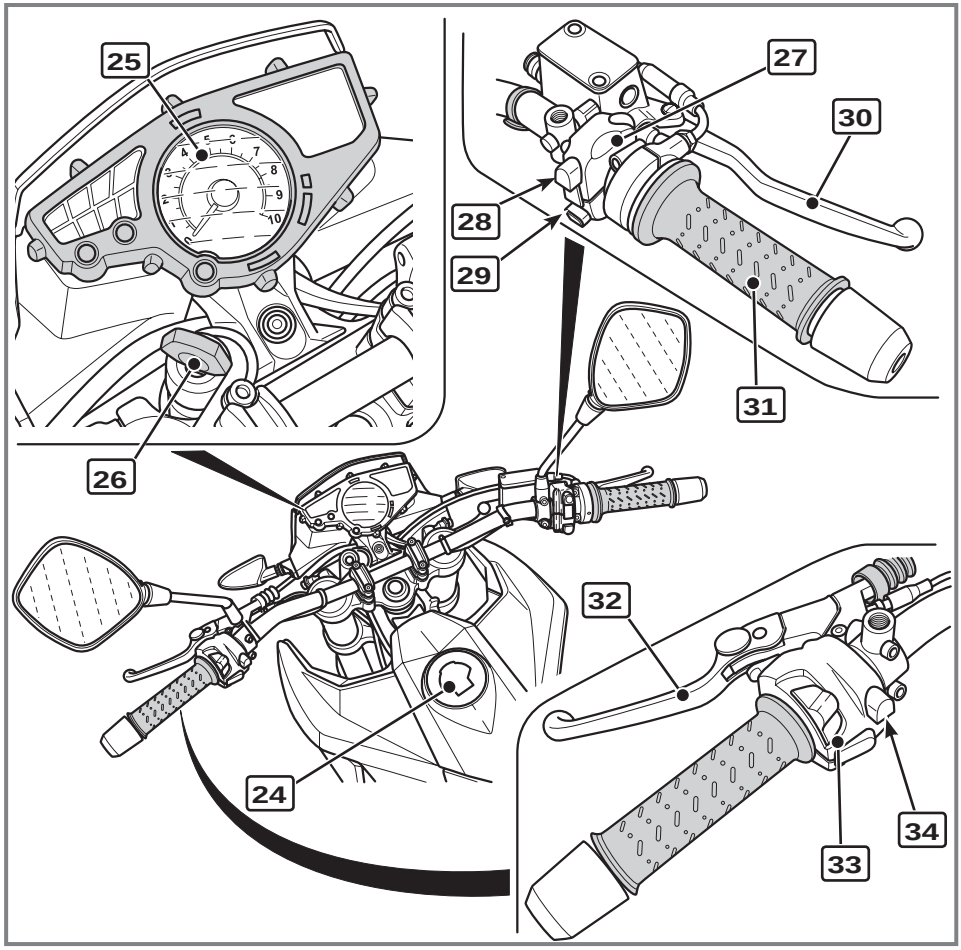
Electric contact protection
. . . . . CASTROL METAL PARTS CLEANER

MOTORCYCLE OVERALL VIEW



LEGEND

1. Front wheel
2. Left-hand front brake disc
3. Right-hand front brake calliper
4. Front fork
5. Gear shift pedal (the first gear is engaged by pushing lever downwards; for other gears push it upwards. The neutral gear is between the first and second gear)
6. Side stand
7. Rear sprocket
8. Rear wheel
9. Number plate holder
10. Rear turning indicators
11. Tail light
12. Saddle
13. Rear-view mirrors
14. Front turning indicators
15. Headlight
16. Rear brake control pedal
17. Rear brake master cylinder
18. Rear brake disc
19. Rear brake calliper
20. Passenger footrests
21. Passenger grab handles
22. Exhaust silencers
23. Radiator
24. Fuel tank filler cap
25. Digital dashboard
26. Ignition switch
27. Right-hand switch
28. ENGINE STOP button (emergency stop)
29. Engine start button
30. Front brake control lever
31. Throttle twistgrip
32. Clutch control lever
33. Left-hand switch
34. ABS switch (where fitted)



CONTROLS

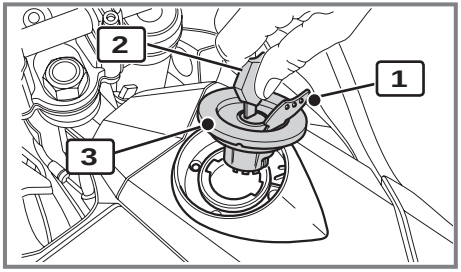
REFUELLING
Use UNLEADED petrol with octane rating of 95 or higher only.

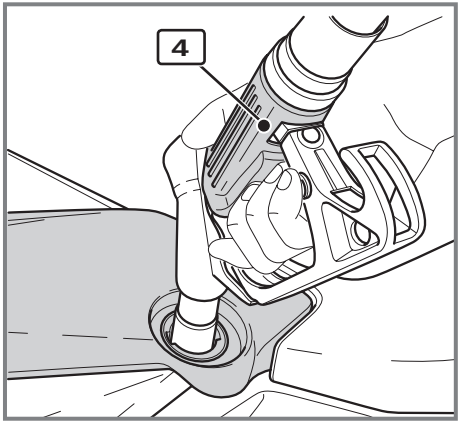
CAUTION*:
Using leaded fuel causes permanent damage to the catalytic converter which loses its effectiveness.

WARNING*:
Fuel is extremely flammable and can be explosive under certain conditions. Always stop the engine and do not smoke or allow flames or sparks in the area where the motorcycle is refuelled or fuel is stored.

WARNING*:
Do not overfill the tank. Refer to the lower mark on filler. After refuelling, make sure the tank cap (3) is closed securely.

- Lift the flap (1), insert the key (2), turn it counterclockwise and remove the tank cap (3).
- Fully insert the fuel pump nozzle (4) in the tank before refuelling (see figure).
- After refuelling, replace the cap (3) turning it the opposite way from when it was removed.



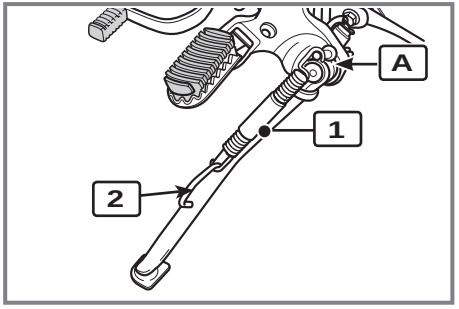


SIDE STAND
A side stand (1) is supplied with every motorcycle.
To lower it, operate on the grip with your foot (2).

WARNING*:
The stand is designed to support the WEIGHT of the MOTORCYCLE ONLY. Do not sit astride the motorcycle using the stand for support as this could cause structural failure to the stand resulting in serious injury.

WARNING*:
The stand does NOT have automatic retraction.
The stand has a rotary type switch that turns off the engine if a gear is engaged when the stand is lowered.

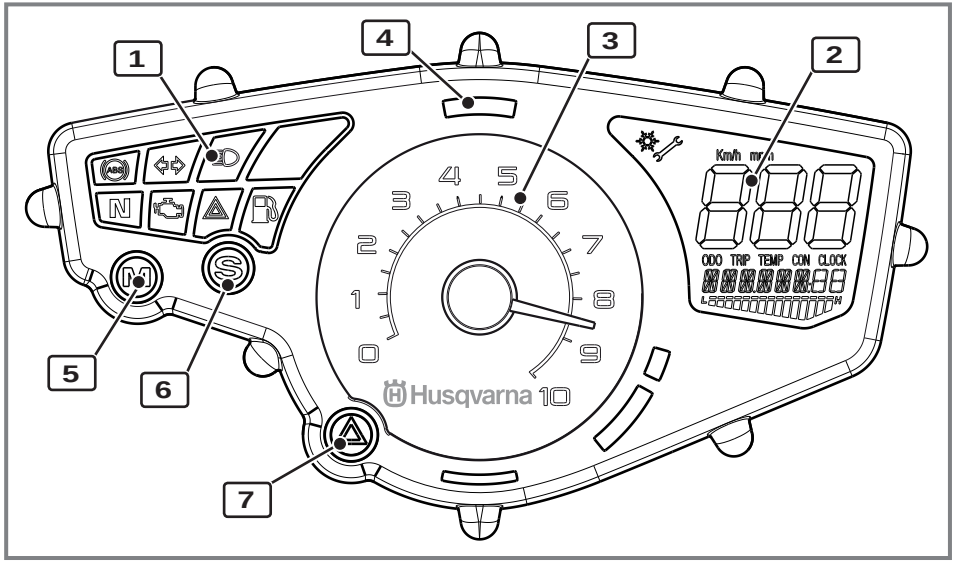
Periodically check the side stand (see "Scheduled Maintenance Chart"); make sure that the springs are not damaged and the side stand freely moves. If the stand is noisy, lubricate and check the retention pin (A).



COMBINED DASHBOARD

The motorcycle has a combined dashboard divided into the following areas:

1. Warning lights (see " Description of warning lights").
2. Multifunction display (see " Description of multifunction display").
3. Rev meter
   Indicates the engine rpm.
4. Alarm system warning light (optional) (RED).
5. "MODE" button
6. "SET" button
   This displays the various functions of the multifunction display (see "Description of multifunction display").
7. "HAZARD" button
   When this is pressed, the turning indicators, warning light ⇦⇨ and warning light ⚠ flash at the same time.
   Press it again to deactivate the hazard warning lights.



DESCRIPTION OF WARNING LIGHTS

"ABS" warning light.
When turning the key to the "ON" position, the warning light starts blinking and keeps on blinking until the vehicle starts moving forward. If the system works properly, the warning light turns off; if the self-diagnosis finds a failure in the system, or if the system is deactivated, the warning light stays on.

Turning indicator warning light (GREEN)
This flashes when the turning indicators have been turned on or the "HAZARD" button has been pressed.

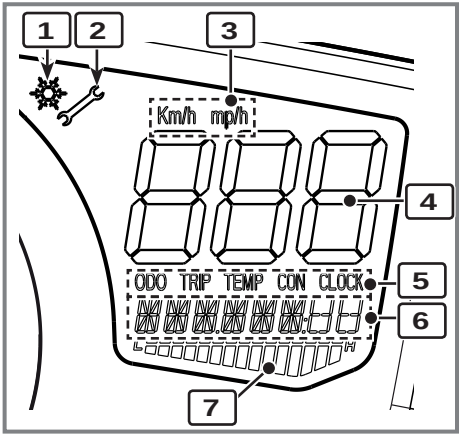
High beam warning light (BLUE)
This lights up permanently when the high beam is on.

N Neutral warning light (GREEN)
This lights up permanently when the motorcycle is in neutral.

Engine diagnosis warning light (ORANGE)
This lights up permanently when the engine ECU has diagnosed malfunctioning.
There are two types of fault:
- Critical fault: the engine switches off and you must contact your HUSQVARNA dealer.
- Fault with emergency operating: the engine operates with reduced performance to allow you to reach the nearest HUSQVARNA dealer to have the fault checked.

"HAZARD" warning light (RED)
This flashes together with the warning light and the turning indicators when switch has been pressed.

Fuel reserve warning light (ORANGE)
This comes on when there are approximately 3 litres of fuel left in the tank.
You need to refuel.
Note *:
the fuel light normally switch off a few time after the fuel refilling operation.



DESCRIPTION OF MULTIFUNCTION DISPLAY

1. "ICE" indicator:
This appears when the external temperature is lower than 3°C or 37.4°F

2. "SERVICE" indicator:
This indicates that it is time for a service.
Contact your HUSQVARNA dealer to have scheduled maintenance work carried out.

3. km/h or mp/h odometer scale indicator (see "setting units of measurement")

4. Speed indicator

5. Display parameters:
This field is used to individually set the parameters below that will be displayed in (6).
ODO = Odometer / Total mileage
TRIP = Odometer / Partial mileage
(to set the functions, see "Setting parameters")
TEMP = Air temperature (AIR BOX) / Coolant temperature
CON = Actual fuel consumption / Average consumption.
CLOCK = Clock (see "Clock adjustment").

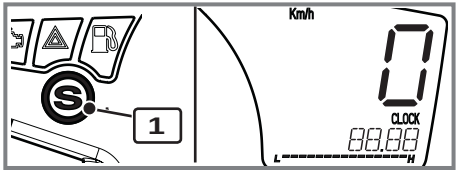
6. This displays the parameter set in (5).

7. This lights up in sequence from left to right as the coolant temperature increases.
In case of overheating, the indicator lights up steady and the bar (7) flashes.

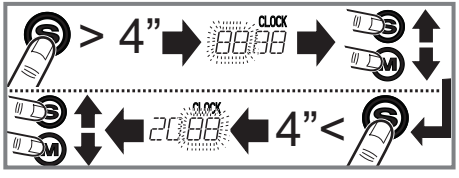
CLOCK ADJUSTMENT

The clock must be set when the motorcycle is stationary and the key is set to ON.
The clock is set to 24 hours.

- Press the "S" button (1) until the word "CLOCK" appears on the display.



- Press the "S" button for more than 4 seconds and the hours will flash on the display.
- The value of the hours increases by one unit each time you press the "S" button.
- The value of the hours decreases by one unit each time you press the "M" button.

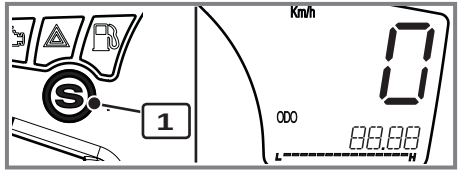


- Press the "S" button for more than 4 seconds to memorise the hours set and the minutes will flash on the display.
- The value of the minutes increases by one unit each time you press the "S" button.
- The value of the minutes decreases by one unit each time you press the "M" button.
- To memorise the time once you have set it, press the "S" button for more than 4 seconds. If not, the setting is automatically memorised after 10 seconds.

SETTING UNITS OF MEASUREMENT

The units of measurement must be set when the motorcycle is stationary and the key is set to ON.

- Press the "S" button (1) until the word "ODO" or "TEMP" appears on the display.

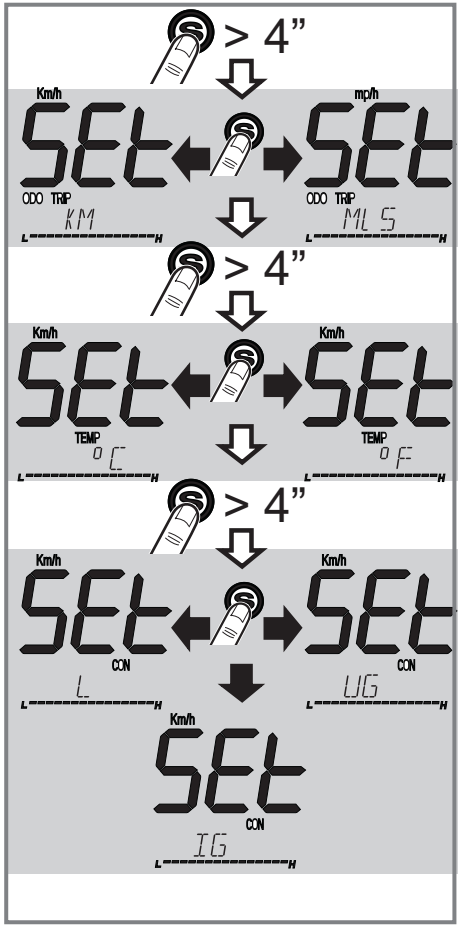


- Press the "S" button for more than 4 seconds. The word "SET" appears on the display and the unit of measurement currently in use.
- Press the "S" button once to change the unit of measurement. Once you have selected the unit of measurement, press the "S" button" for more than 4 seconds to confirm the set data and go onto the next scale.

The following units of measurement can be set:
Km / mp = the display will show:
- the speed in "km/h" or "mp/h" ;
- the total distance covered in "km" or "mp"
- the partial "TRIP" distance covered in "km" or "mp".

Temperature = °C / °F
Quantity of fuel:
L = (litres) - UG = US/GAL - IG = IM/GAL

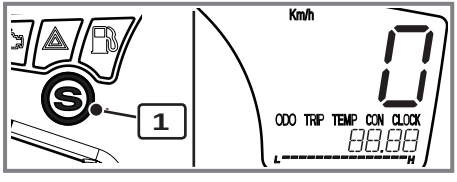
- To quit the "SET" stage once you have made your last setting, press the "S" button for more than 4 seconds. If not, the program automatically quits after 10 seconds.



SETTING PARAMETERS

With the dashboard on, press the "S" button (1) to display the various display functions:

ODO ; TRIP ; TEMP ; CON ; CLOCK

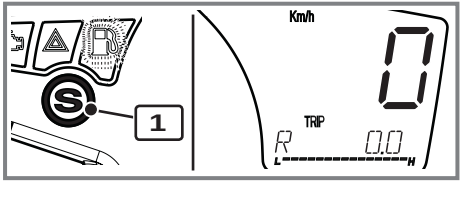


The "ODO", "TEMP" and "CLOCK" functions are for display purposes only.

TRIP function:

When this function is activated, press the "S" button for more than 4 seconds to reset and start a new partial count of the kilometres /miles subsequently travelled.

When this function is set after the fuel reserve light has come on, press the "S" button "S" (1) for more than 4 seconds to display fuel consumption (in litres or gallons depending on the unit of measurement you have selected) from when you go onto fuel reserve.



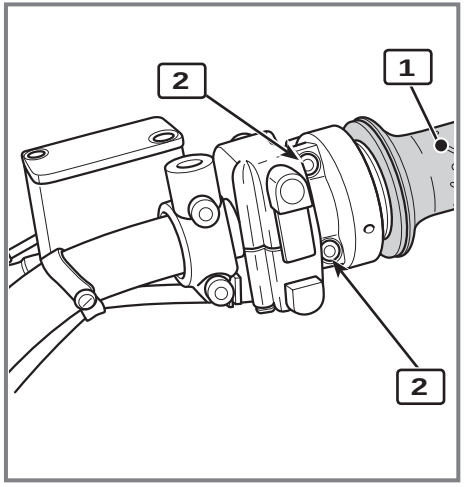
CON function:

When this function is activated, press the "S" button for more than 4 seconds to reset and start a new count of the litres/ gallons consumed from when average consumption (L/100 km) has been reset.

THROTTLE CONTROL

The throttle twistgrip (1) is located on the right-hand side of the handlebar. The position of the control on the handlebar can be adjusted by loosening the two retaining screws (2).

CAUTION*:
Do not forget to tighten the screws (2) after adjusting.



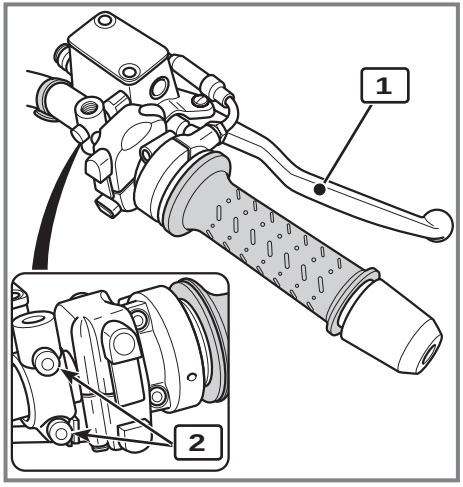
FRONT BRAKE CONTROL

The brake control lever (1) is located on the right-hand side of the handlebar. The position of the control on the handlebar can be adjusted by loosening the two retaining screws (2).

WARNING*:
After adjustment, turn the handlebar as far as possible to the right and make sure that the lever does not touch the bodywork.

A stop switch, during the braking action, causes the stop light on the tail light to come on.

CAUTION*:
Do not forget to tighten the screws (2) after adjusting.



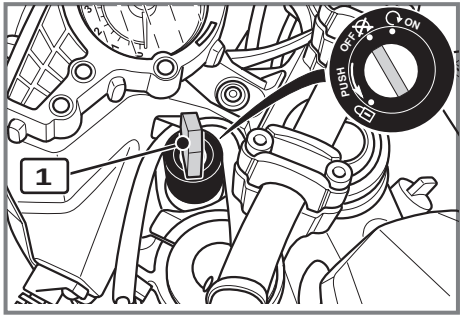
IGNITION SWITCH

The ignition switch has three positions:

"OFF" position:
Key removal and engine stop positions

"ON" position:
From the OFF position, turn the key (1) clockwise to the ON position; the ignition, parking lights and utilities are activated and the engine can be started;

"🔒" position:
Steering lock position (see steering lock)

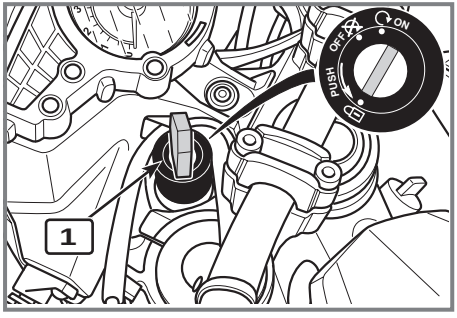


STEERING LOCK

The motorcycle has a steering lock on the ignition.

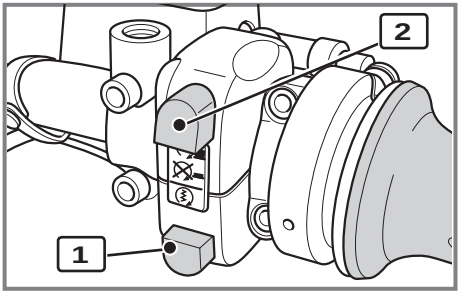
To lock it, proceed as follows:

- Turn the handlebar as far as possible to the left .
- Insert the key in the ignition (1), press the key down, turn it from the "OFF" position to the "🔒" position and then remove it.
- To unlock the steering, follow the steps for locking in reverse order.



RIGHT-HAND HANDLEBAR SWITCH

The right-hand switch features the following controls:
1) Engine start button
2) Engine KILL SWITCH.



L.H. HANDLEBAR SWITCH

The left-hand handlebar switch contains the following commands:
1) High beam flasher (self-cancelling).

2) High beam switch.

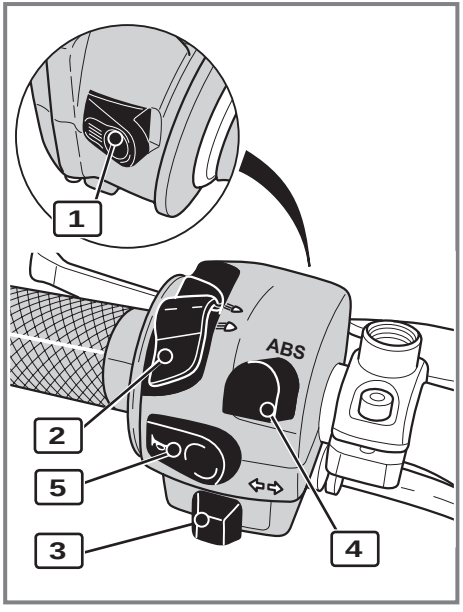
   Low beam switch.

3) Left-hand turning indicators.
   Right-hand turning indicators .

To deactivate the turning indicators, press the control lever after it is returned to the centre.

4) ABS switch (where fitted)
   By pressing the button for over 3 seconds, the "ABS" antilock braking system is engaged or disengaged.

5) Horn.



CLUTCH CONTROL

The clutch control lever (1) is located on the left-hand side of the handlebar.
The position of the clutch control on the handlebar can be adjusted by loosening the retaining screws (2).

WARNING*:
After adjustment, turn the handlebar as far as possible to the left and make sure that the lever does not touch the bodywork.

A "STOP" switch on the clutch lever support allows you to start the engine when the motorcycle is in gear or the clutch lever is pulled (the stand must be off the ground).

CAUTION*:
Do not forget to tighten the screws (2) after adjusting.

REAR BRAKE CONTROL

The rear brake control (1) is placed on the right-hand side of the motorcycle.

A stop switch, during the braking action, causes the stop light on the tail light to come on.

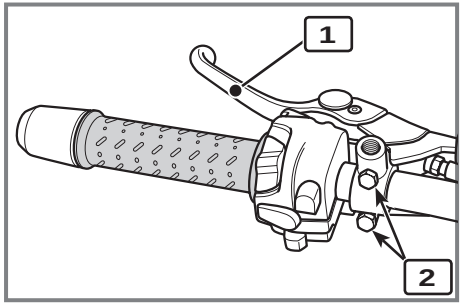
GEAR SHIFT CONTROL

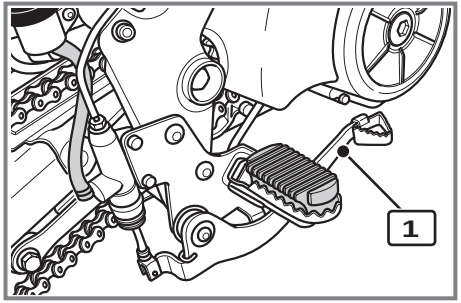
The lever (1) is placed on the left-hand side of the engine. The operator must release the lever after each gear change to allow it to return to its central position. Neutral position (N) is between the first and second gears.
First gear is engaged by pushing the lever downwards; for other gears push it upwards.
The position of the gear shift lever (1) on the shaft can be varied. To do this, loosen the screw (2), pull the lever out and place the lever in a new position on the shaft. Tighten the screw once operation is completed.

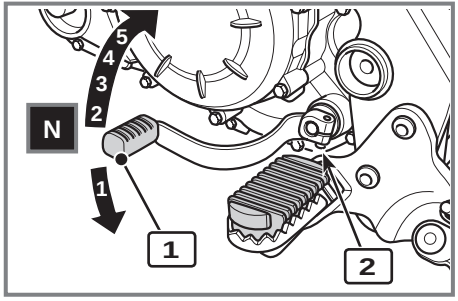
WARNING*: Do not push the lever too far down!

CAUTION*: Do not shift gears without disengaging the clutch and closing the throttle. The engine could be damaged by overspeed.

WARNING*: Do not downshift when travelling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose grip.







INSTRUCTIONS FOR USING THE MOTORCYCLE

NOTE*: If you are not familiar with operating a motorcycle, read the instructions in the "CONTROLS" section before riding this motorcycle.

PRE-RIDE CHECKS

Any time you ride your motorcycle, make a general inspection first and proceed to check the following:

- check fuel level and engine oil level;
- check brake fluid level;
- check the steering by turning the handlebar both ways, fully home;
- check the pressure of the tyres and their state of wear;
- motorcycle road holding may already not be perfect once the minimum tread thickness required by the law is reached. Replace the tyres once the minimum tread thickness is reached.
- check the chain tension;
- check the throttle control and adjust it, if necessary;
- turn the ignition switch to ON position: check dashboard display lighting;
- check that parking lights, low beam and high beam come on, as well as the relevant warning light;
- operate the turning indicators and check that the warning light comes on;
- check if the rear stop light is functioning.

Running the engine in correctly is essential for ensuring engine longevity and functionality.
Bendy roads and gradients are ideal for running in the engine, brakes and suspension effectively.
Remember that new tyres need running in as well in order to ensure best road-holding characteristics; drive cautiously for the first 100 km (62.5 mi).
Vary your riding speed during the running in period.
This ensures that components operate in "loaded" conditions and then "unloaded" conditions, allowing the engine components to cool.
Although it is important to stretch engine components during run-in, make sure you do not overdo it.

Optimum performance during acceleration is only obtained after the first 1000 km (625 mi) of running in.

Follow these guidelines:
do not fully open the throttle grip abruptly at low engine speeds, either during or after the running in period.
During the first 100 Km (62 miles) use the brakes gently, avoiding sudden or prolonged braking.
This allows the brake pad friction material to bed in correctly with the brake discs.
During the first 1000 km (625 miles), never exceed 5000 rpm (see table).

After the first 1000 km (625 mi), have the checks indicated in the Scheduled Maintenance Chart performed to avoid causing injury to yourself or others and /or damage to the vehicle.

After 1000 km (625 miles) you can expect better engine performance but without exceeding the maximum rpm allowed.

Recommended maximum engine rpm:

km (mi) covered	rpm
0-1000 (0-625)	5000

TROUBLESHOOTING

The following list is used for troubleshooting and to find the necessary remedies.

In any case, contact your authorised Husqvarna dealer who has the experience and expertise required to provide you with all the assistance you need.

The engine does not start.
- the starting procedures are not correctly followed: follow the instructions given in the section “Starting the engine”.
- Stand down: raise the stand.
- No fuel: refuel.
- Flat / faulty battery: check/charge the battery.
- Faulty starter motor: repair or replace.
- Faulty start button: replace the switch.

The engine has starting problems.
- Dirty or worn out spark plug: clean or replace.
- Flat battery: charge.

The engine overheats.
- Obstructions to air flow on radiator: clean.
- Cooling fan does not start up: check/replace thermal switch.
- Faulty fan: replace.
- Insufficient amount of fluid in radiator: top up.
- insufficient quantity of oil: top up.

The engine lacks power.
- Dirty air filter: clean.
- Change the spark plug.
- Incorrect valve clearance: adjust.
- Insufficient compression: identify cause.
- Throttle body not regulated correctly: adjust.

The engine knocks.
- Excessive carbon deposit on the piston crown, or in the combustion chamber: clean.
- Faulty spark plug or wrong heat rating: replace.
- Unsuitable fuel; only use unleaded 95-octane+ petrol.

The alternator fails to charge or its charge is insufficient.
- The cables on the voltage regulator are badly connected, or in short-circuit: connect correctly or replace.
- Faulty alternator coil: replace.
- Demagnetised alternator rotor: replace.
- Faulty voltage regulator: replace.

The battery overheats.
- Faulty voltage regulator: replace.

Difficulty in shifting gears.
- Clutch not regulated correctly: regulate clutch.

The clutch slips.
- Insufficient spring load: replace.
- Worn-out clutch plates: replace.

Faulty brakes.
- Worn-out pads: replace.
- Air in the system: bleed.
- Low oil level: top up.

MOUNTING/DISMOUNTING OF RIDER AND PASSENGER

General
Read the following section carefully since it provides important information on the rider's and passenger's safety and avoids causing damage to the motorcycle.

The motorcycle must always be mounted or dismounted from the left-hand side with your hands free, no obstacles in the way and with the stand down.

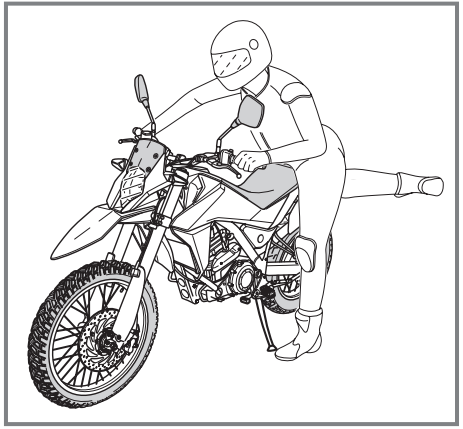
The rider must be the first to get on and the last to get off the motorcycle and must control the stability of the motorcycle while the passengers mounts and dismounts.

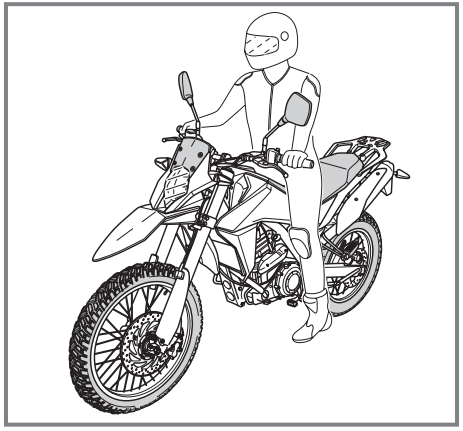
Do not get off the vehicle by jumping or extending your legs and always dismount by following the instructions given in the relevant section.

Mounting of rider
With the motorcycle on the side stand, do the following:
- From the left side, hold the handlebar correctly with both hands and extend your right leg over the saddle.
- Sit on the motorcycle and place both feet on the ground. Balance the vehicle without putting all your weight on the side stand.

CAUTION*:
If you are unable to place both feet on the ground, put your right leg down with your left leg poised.

- Start the motorcycle as described in the relevant section.
- Using your left leg, fully retract the stand.

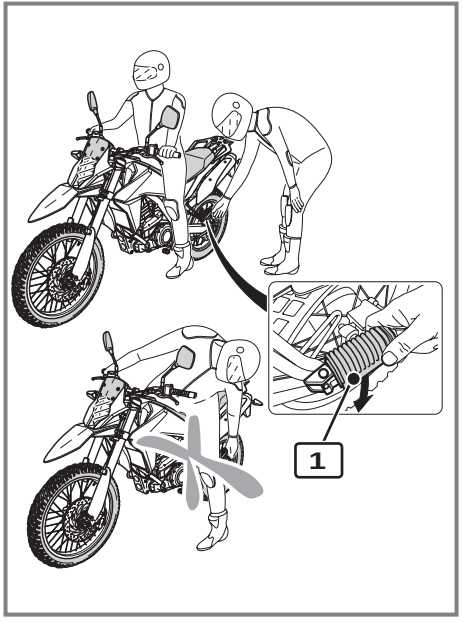




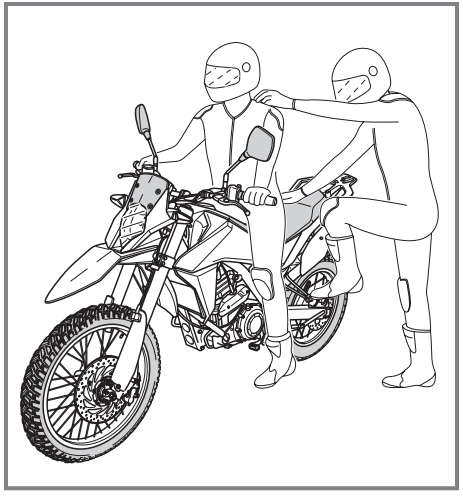
Mounting of passenger
Get the rider to mount first as described in the relevant section without starting the engine.

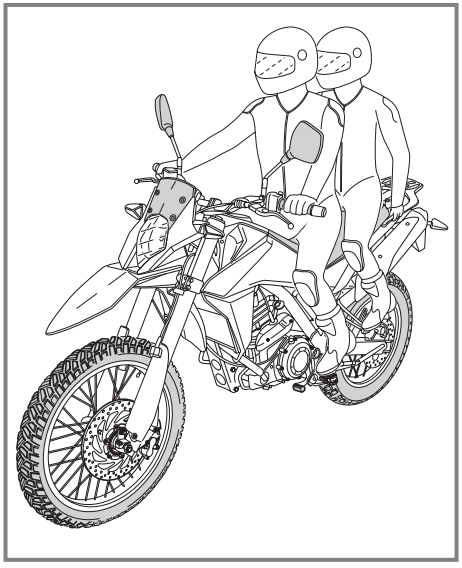
- Get the passenger to put the passenger footrests (1) down

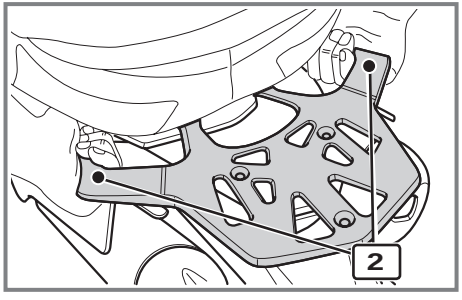
CAUTION*:
When in a riding position, the rider must not pull out or attempt to pull out the rear passenger footrests since this may unbalance the vehicle.



Place your left hand on the rider's shoulder, your left foot on the footrest and then mount the motorcycle by lifting your right leg and moving carefully to avoid unbalancing the vehicle and the rider.
- Hold onto the special handles (2).
- Start the motorcycle as described in the relevant section
- Using your left leg, fully retract the stand.







Dismounting the motorcycle
- Stop the vehicle and switch off the engine.

CAUTION*:
Make sure that the area where you want to park the vehicle is stable and level.

- Place both feet on the ground.
- Using your left leg, fully extend the stand.
- Get the passenger to dismount first from the left-hand side of the vehicle by placing their foot on the left-hand footrest and raising their right leg.
- Tilt the motorcycle to the left until it rests on the stand.
- Switch off the motorcycle as described in the relevant section
- Firmly grasp the handlebar and dismount on the left-hand side by lifting your right leg.

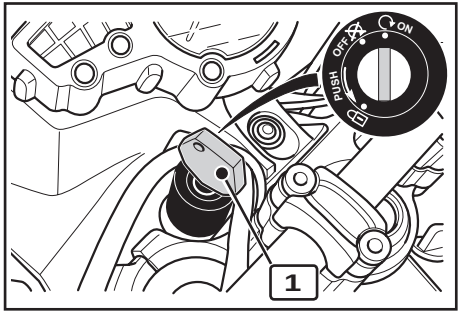
STARTING THE ENGINE

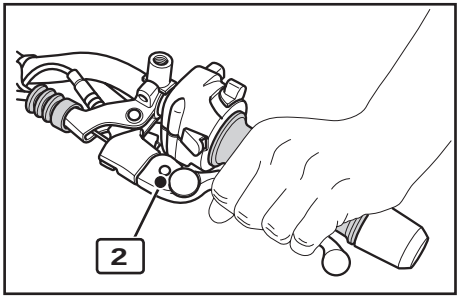
1) Turn key (1) in the ignition switch to ON and wait until the dashboard CHECK has finished;
2) pull clutch lever (2);
3) shift gear pedal (3) to neutral;
4) check that the throttle control (4) is fully closed.
   Note*:
   The engine control unit has a start-up strategy that only works if the throttle control is fully closed.
5) Check that button (5) is in the out position and then press the start button (6).
6) Release the clutch lever (2).

Note*:
A safety switch is mounted on the clutch lever support that allows you to start the engine ONLY when the gearbox is in neutral or when the gear is engaged and the clutch lever pulled.

There is a switch on the side stand that turns off the engine when the clutch is released with the gear engaged and the side stand lowered.

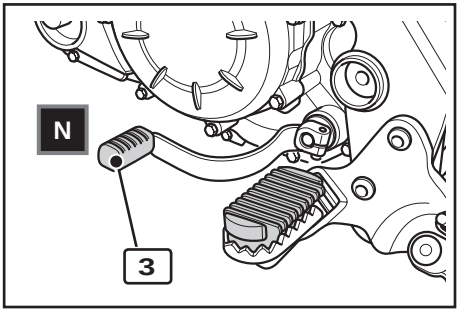
IMPORTANT
NEVER START ENGINE WITH BATTERY DISCONNECTED FROM CIRCUIT.

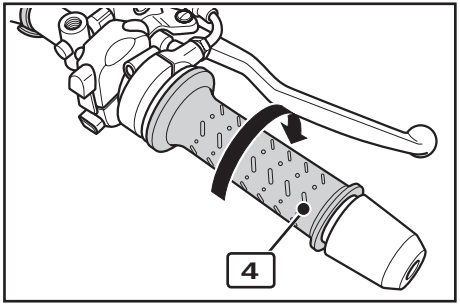


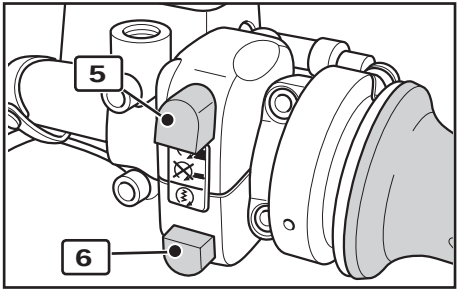


IMPORTANT NOTE IN CASE OF COLD START AT LOW TEMPERATURES

We recommend idling for a short time to warm up the engine.
This allows oil to reach all points that need lubricating and coolant to warm up to regular operating temperature.
Avoid warming up the engine for too long.







RIDING YOUR MOTORCYCLE

WARNING*:
Before setting off make sure that:
- **the side stand is fully up;**
- **the rear footrests are closed if there is no passenger;**
- **the passenger knows what to do while riding to avoid problems when manoeuvring.**

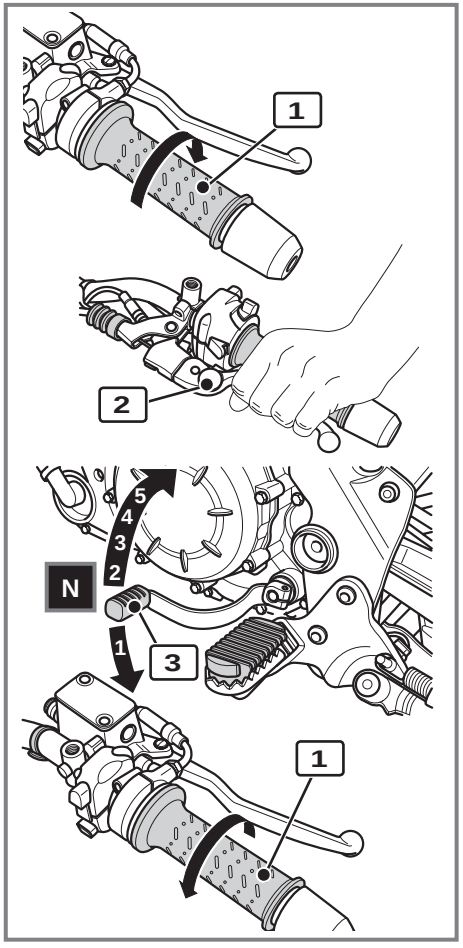
1) Start the motorcycle as described in the relevant section.
2) Adjust the rear-view mirrors to the riding position to ensure correct visibility.

WARNING*:
Vehicles seen in the rear-view mirrors appear to be further away than they really are due to the special shape of the rear-view mirrors; get familiar with using your mirrors to ensure correct and safe riding.

3) With the throttle (1) closed and the engine idling, pull the clutch lever (2) and push the gear lever (3) down to select the first gear.
4) Slowly release the clutch lever (2) and, at the same time, slightly accelerate by turning the throttle twistgrip (1);
the vehicle will start to move.

Note*:
Select the best gear for the desired speed; speed changes in proportion with turning the throttle. Therefore, turn the throttle gradually without exceeding the recommended number of revs.

5) To go to the higher gears, do the following:
Release the throttle (1), pull the clutch lever (2), lift the gear lever (3), release the clutch lever (2) and accelerate at the same time.



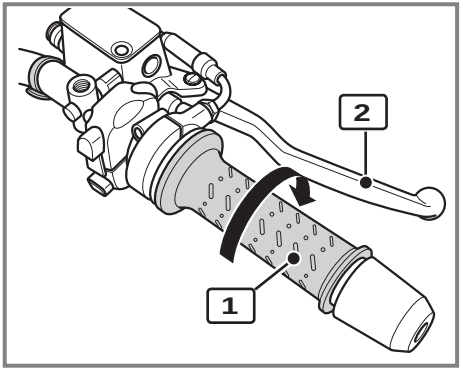
SAFE RIDING

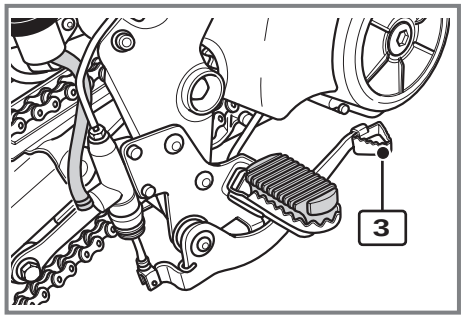
Here are some basic principles for riding your motorcycle safely.

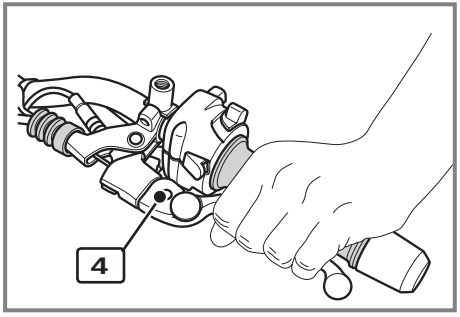
- Remember that your safety and the safety of your passenger come first. Reaching your destination safely must be your main aim.
- The rider and passenger must wear suitable protective clothing including overalls, gloves, shoes and a helmet suitable for motorcyling.
- The rider must be seated on the motorcycle in a position that gives the best possible visibility of the road ahead.
- Ride the motorcycle carefully and set the speed according to traffic and the type of road.
  Smooth riding helps you to assess danger and enter bends more precisely.
- Always observe road signs and adjust your speed accordingly.
- Always observe speed limits.
- Always assess the road conditions and adjust your speed accordingly.
- Reduce speed if it is raining and especially if there are puddles of water on the road.
- When riding on wet or low grip surfaces (snow, ice, mud, etc.) keep a moderate speed and avoid sudden braking and manoeuvres.
- Keep a safe distance from the vehicles in front of you.
- Before overtaking, check there are no obstacles in front of the vehicle you want to overtake and always check in the rear-view mirrors that there are no vehicles coming up from behind.
- Brake using both the front and the rear brake at the same time: this helps to maintain the stability of the vehicle.
- Release the clutch gradually when downshifting.
- If you feel tired or sleepy, take a break.
- Downshift in the following instances:
  When going downhill and when braking to increase the braking action through engine compression; using only brakes when going downhill could cause the brake pads to overheat and reduce the braking action;
  When going uphill or on the flat when the gear does not match the speed of the motorcycle (high gear and low speed);
  WARNING*:
  Downshift one gear at a time; downshifting more than one gear at a time may cause the engine to overrev and/or block the rear wheel.
- Do not switch off the engine when going downhill.
- When you ride with a passenger, increase the distance from the vehicles in front of you and bar in mind your weight when you brake and when you have to round a bend or overtake.
- Do not use straps, cords, etc. to fasten luggage. Only use approved panniers suitable for the type of motorcycle you are using.

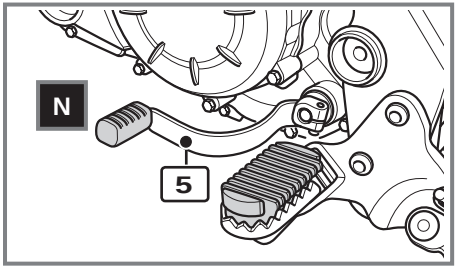
STOPPING THE MOTORCYCLE AND THE ENGINE

- Close the throttle (1) completely so that the engine will help slow down the motorcycle.
- Apply both front (2) and rear (3) brakes while downshifting (for fast deceleration, press firmly on the front brake lever and the rear brake pedal simultaneously).
- Pull the clutch lever (4), put the gear lever (5) into neutral and then stop the motorcycle completely.

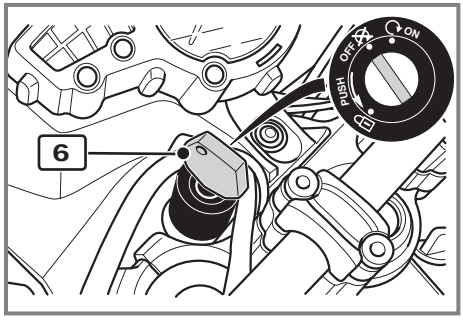








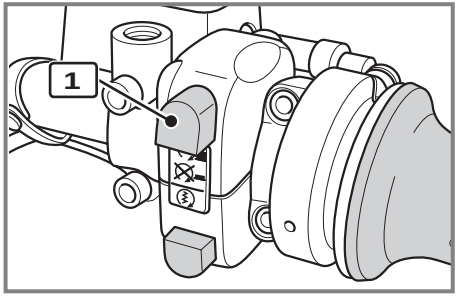
- To stop the engine, turn key (6) to OFF (key removal position).



WARNING*:
Independent use of the front or rear brake may be advantageous under certain conditions. Be careful when using the front brake, especially on slippery surfaces. Improper use of the brakes can lead to a serious crash.

STOPPING THE ENGINE IN AN EMERGENCY

- In an "EMERGENCY" press the red button (1) to stop the engine.



WARNING*:
Only use this button in an "EMERGENCY" and use it with extreme caution especially if the motorcycle is moving at speed.

WARNING*:
In the event of a stuck throttle or other malfunction that causes the engine to run uncontrollably, pull the clutch lever IMMEDIATELY and press the engine stop switch. Control the motorcycle by normal use of the brakes and steering while holding the engine stop button down.

CATALYTIC CONVERTER

- This motorcycle has an exhaust system with a catalytic converter; this oxidises the exhaust fumes (carbon monoxide and unburned hydrocarbons) and converts them into carbon dioxide and water vapour.

CAUTION*:
The catalytic converter reaches very high temperatures while the motorcycle is in use. You should therefore avoid parking the motorcycle on dry grass because there is a risk it will catch fire.

CAUTION*:
Do not tamper with and/or remove the catalytic converter or its components; removal of these components leads to VEHICLE NON COMPLIANCE WITH TYPE-APPROVAL REQUIREMENTS making it unsuitable for use on public roads.

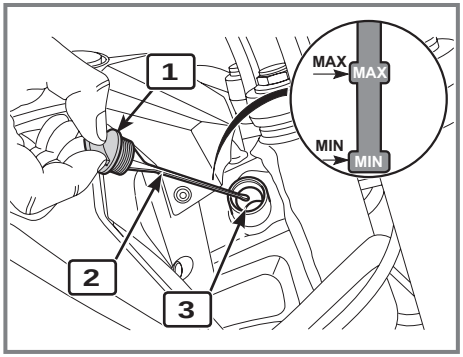
- Make sure there are no signs of rust or holes in the exhaust system and that the exhaust system works correctly; if the noise generated by the exhaust system increases significantly, contact an authorised HUSQVARNA Dealer.

OIL LEVEL CHECK

The oil level must be checked with the vehicle in vertical position on a flat surface.

- Start the motorcycle and heat the engine until the cooling fan starts; wait for another 3 minutes and switch off the engine.
- Check the level as follows:
  - Undo the cap (1) with the dipstick (2) and remove it from the frame.
  - Clean the dipstick (2) with a cloth.
  - Place the dipstick (2) in the hole (3) without screwing the cap on.
  - Remove the dipstick (2) from the hole (3) and check that the level is between the two MIN and MAX marks.
- To top up, pour oil into the hole (3); for the type of oil, see the section "Technical data".

CAUTION*:
Never exceed max. level.



COOLANT LEVEL

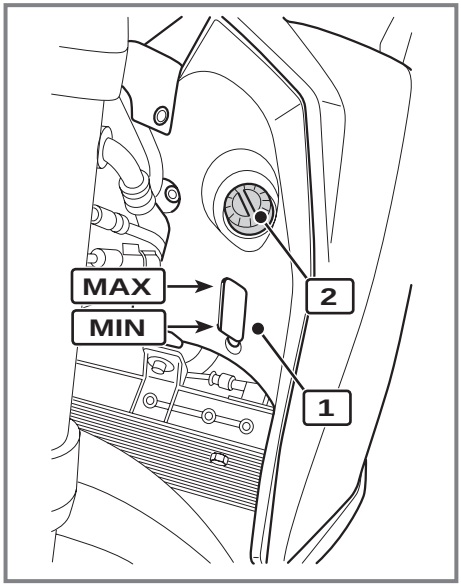
When the engine is cold, check that the coolant level is between the two MIN and MAX marks on the expansion tank (1) on the left side of the vehicle.
If topping up is necessary, do the following:

WARNING
Do not remove the radiator cap since all the liquid in the expansion tank (1) will flow out.

- Remove the cap (2) and add the fluid needed to restore the level to the expansion tank (1).
  (for the type of liquid to use, see the section "Technical data".

Note*:
Difficulties may arise in eliminating coolant from painted surfaces. If this occurs, wash off with water.

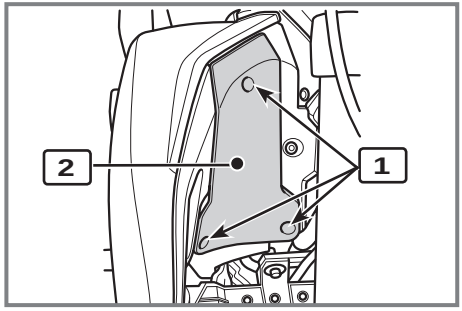
CAUTION*:
Never exceed max. level.

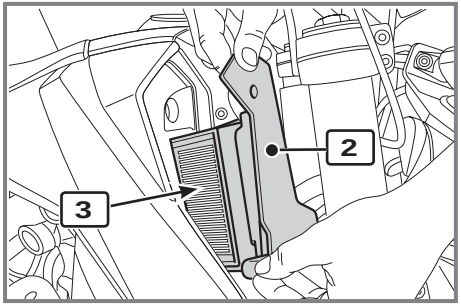


AIR FILTER CHECK

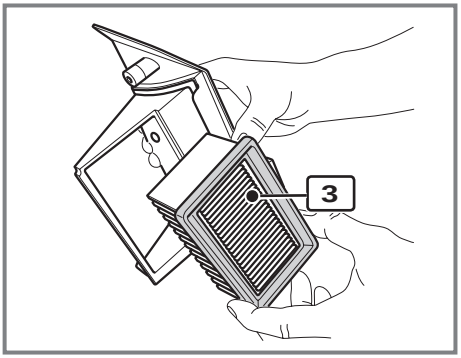
Note*:
Clean the filter area before removing the cover.

- Loosen the screws (1) and remove the cover (2) complete with filter (3);

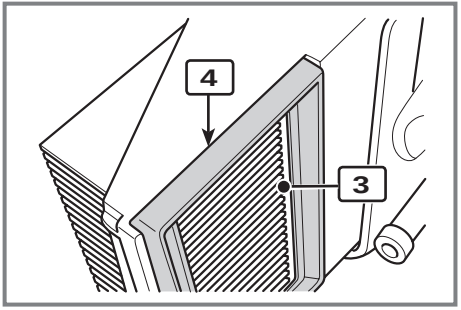




- remove the filter (3) and make sure it is not blocked/dirty; if necessary, change it;



- when fitting back on, make sure the filter (3) is properly fitted in its housing (4).



CAUTION*:
Before refitting the filter, check that the contact surfaces between the filter, the filter box and the cover are completely clean.

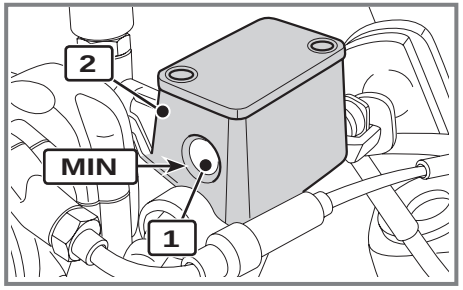
CHECK THE FRONT BRAKE FLUID LEVEL

The level of the fluid in the master cylinder reservoir must never be below the minimum level visible through the inspection sight glass (1) on the side of the master cylinder (2) body.
A decrease of the fuel level will let air into the sustem, hence an extension of the level stroke.

WARNING*:
If the brake lever feels mushy when pulled, there may be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake system immediately checked by the Husqvarna Dealer.

CAUTION*:
Do not spill brake fluid onto any painted surface or lenses (for example lights lenses).
CAUTION*:
Do not mix two brands of fluid. Completely change the brake fluid in the brake system if you wish to switch to another fluid brand.

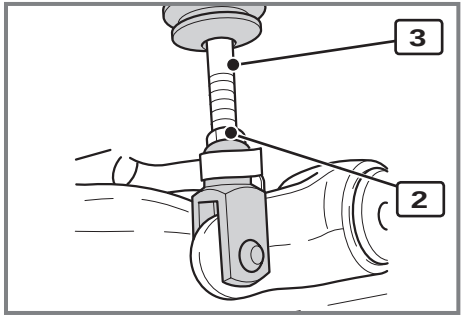
CAUTION*:
Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.

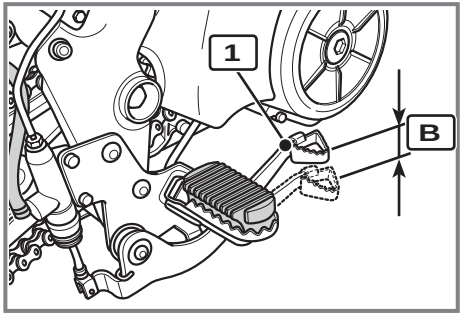


REAR BRAKE PEDAL FREE PLAY ADJUSTMENT

Before starting braking action, the rear brake control pedal (1) must have free play (B) of 5-10 mm (0.196 - 0.39 in).
Should this not happen, operate as follows:
- Loosen the nut (2);
- Operate the master cylinder linkage (3) to increase or decrease free play;
- tighten nut (2) at the end of the operation.

WARNING*:
When the free play requirement is not met, the brake pads will be subjected to an early wear that may lead to TOTAL BRAKE INEFFECTIVENESS.





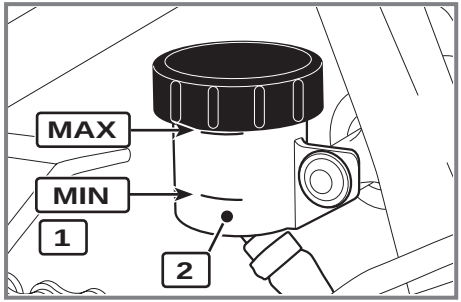
REAR BRAKE FLUID LEVEL CHECK

The fluid level in the master cylinder tank shall never be below the minimum level (1) shown on the transparent reservoir (2).
A decrease in the fluid level will let air into the system and increase the lever stroke.

WARNING*:
If the brake pedal feels mushy when pulled, there may be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake system immediately checked by the Husqvarna Dealer.

CAUTION*:
Do not spill brake fluid onto any painted surface or light lens.

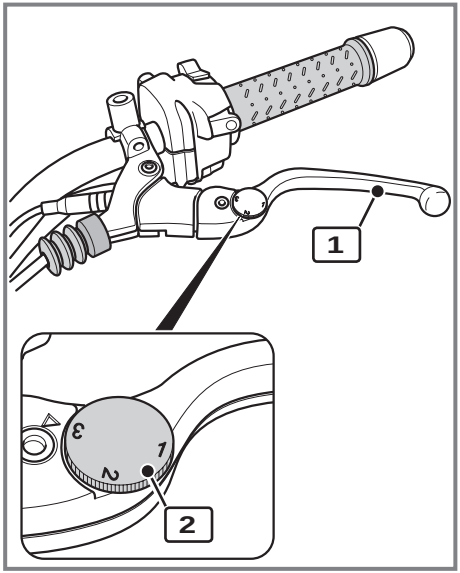
CAUTION*:
Do not mix two brands of fluid. Completely change the brake fluid in the brake system if you wish to switch to another fluid brand.



CAUTION*:
Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.

CLUTCH CONTROL LEVER DISTANCE ADJUSTMENT

The lever (1) can be adjusted (3 settings available) to suit the rider's hand size
To regulate the position of the lever (1) push it outwards and then select the required position by means of the adjuster screw (2).



CLUTCH LEVER FREE PLAY ADJUSTMENT

Free play (A) must be 5 -10 mm (0.196 - 0.39 in).
- Move the rubber gaiter (1);
- regulate the adjuster screws (2) and the counter adjuster screw (3) to obtain the indicated free play.
- after completing the operation, make sure the counter adjuster screw (3) is properly tightened and then replace the rubber gaiter (1).

SUSPENSION

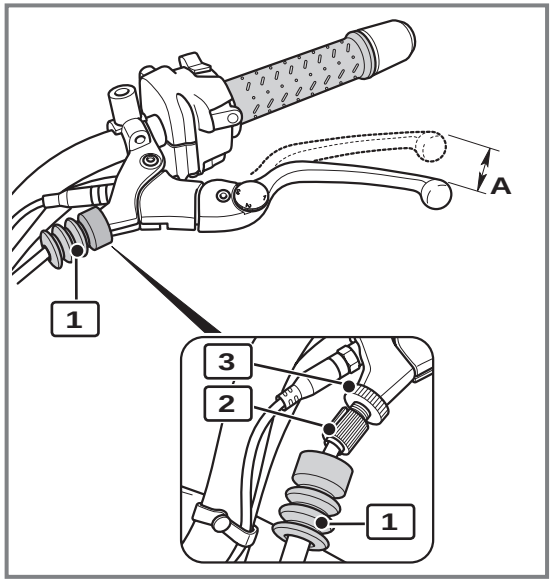
The vehicle leaves the factory with standard settings for the front and rear suspension that meet most requirements.

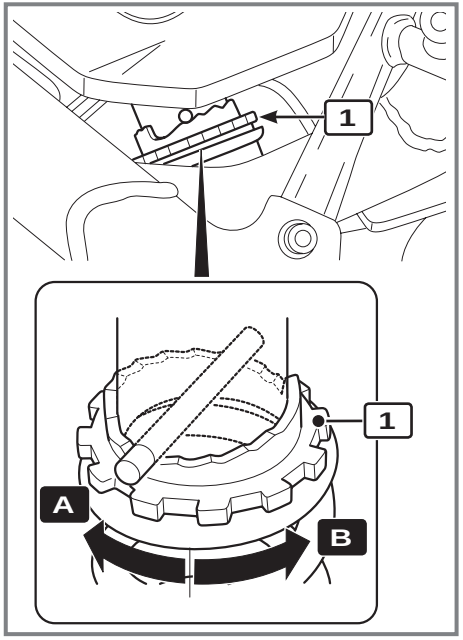
The front fork cannot be regulated in any way. On the rear shock absorber, the spring preload and the rebound hydraulic damping can be regulated.

SHOCK ABSORBER SPRING PRELOAD ADJUSTMENT

- Adjust the ring nut (1) using the spanner provided; by turning left "A", the preload increases;
  by turning right "B" the preload decreases.

WARNING*: Be careful not to touch hot exhaust pipe while adjusting the shock absorber.



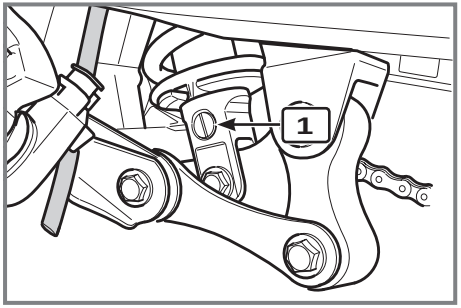


REBOUND SHOCK ABSORBER HYDRAULIC DAMPING ADJUSTMENT

It is possible to adjust the rebound travel of the shock absorber.

B) REBOUND - Standard setting:
- 11 clicks
(adjuster 1)

To reset the standard setting, turn lower adjuster (1) clockwise until reaching fully closed position. Then turn it back the number of clicks specified above.
In order to obtain a smooth braking action, turn the adjuster counter clockwise. Vice versa to obtain a harder braking action.

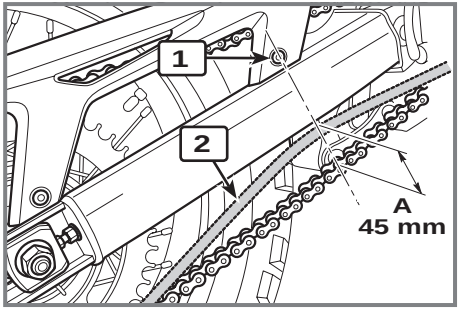


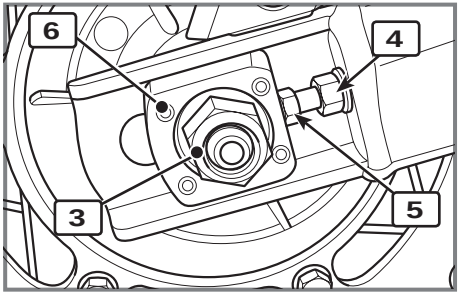
CHAIN TENSION ADJUSTMENT

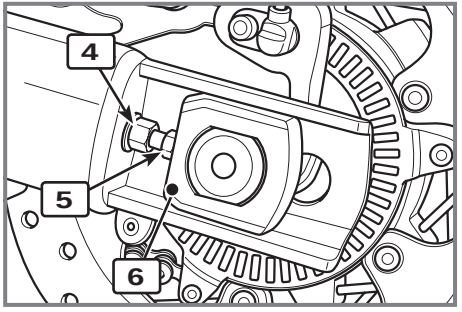
Chain should be checked, adjusted and lubricated as per the Maintenance Chart to ensure safety and prevent excessive wear.
If the chain becomes badly worn or is adjusted incorrectly (i.e., it is too loose or too tight), it could jump out of the sprocket or break.

- Position the motorcycle on the side stand so the chain is not stressed and loaded;
- where the screw (1) is located, lift the chain (2) upwards and measure the chain travel.
- the correct setting must be 45 mm (1.77 in).

If this is not the case, proceed as follows:
- make sure that the motorcycle is fully upright on the special rear support stand (optional).
- on the right side, loosen the locking nut (3) of the wheel axle;
- loosen the check nuts (4) on both chain tensioners;
- turn the adjuster screws (5) to obtain the correct tension and check on both sides that the wheel centring sliders (6) are in the same position as the markings in the chain tensioner slider seats on the swinging arms;
- once adjusted, tighten the check nuts (4) and the wheel axle nut (3).
  After adjusting, always check that distance "A" is 45 mm (1.77 in).







CHECKING CHAIN AND SPROCKETS FOR WEAR

Check that the chain does not have damaged rollers, loose pins or dry, rusty links and is not excessively worn.

Check that the front and/or rear sprocket are not excessively worn and do not have missing teeth.

If replaced, the sprockets and chain must be replaced at the same time.

LUBRICATING THE CHAIN

Lubricate the chain following these instructions.

CAUTION*:
Never use grease to lubricate the chain. Grease helps to accumulate dust and mud, which act as abrasive and help to rapidly wear out the chain, the front and rear sprockets.

CAUTION*:
Do not wash the chain with high-pressure water jets and do not use harsh or highly flammable solvents.

- After washing the chain using special detergent, dry it and lubricate with suitable spray grease.

CAUTION*:
The chain lubricant must NOT come into contact with the tyres or the rear brake disc.

TYRES

Care should be taken to keep the tyres properly inflated. See "Technical data" chart at the beginning of the manual for correct tyre inflation pressure.

Tyre pressure must be measured when the tyres are cold. Warm tyres will give an incorrect reading.

WARNING*:
The correct pressure and correct state of the tyres not only enhances riding comfort but also avoids loss of grip on the road with loss of balance and possible falls.

If tyres are old but not completely worn, they must be replaced because they harden and do not guarantee the correct grip.

ABS SYSTEM

The ABS is an electromechanical braking-aid system:
it prevents the wheels from locking during braking and helps keep the vehicle stable whenever the road surface is slippery, wet or dirty.
When road-holding conditions are bad, the system can operate to extend the braking distance (e.g., whenever there is gravel on the road or the road surface is slippery). In any case, it provides the minimum distance required for that particular road surface.

When the system operates during braking, pulsations are felt on the brake lever: this feeling should not cause the rider to reduce pressure on the lever, as this would cancel out the action of the system.

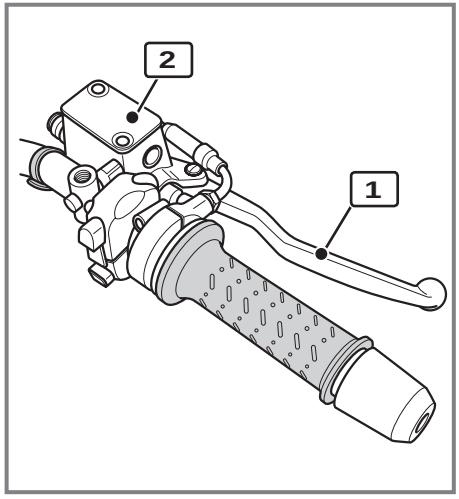
Nor should the fact that an ABS system is fitted provoke careless riding. The rider should always take every care on the road.

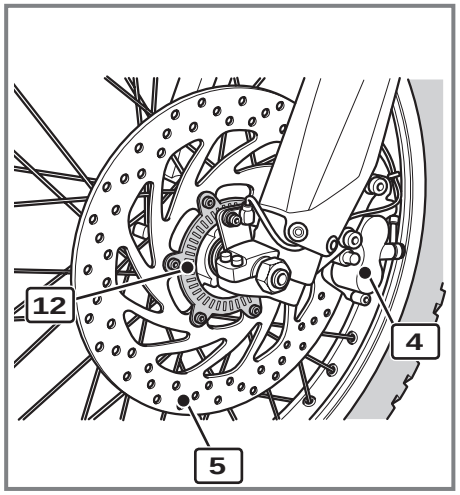
BRAKES

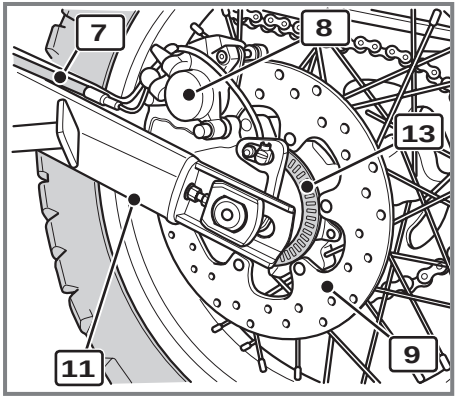
The key components of the braking systems are: brake master cylinder with its lever (front) or pedal (rear), brake lines, calliper assembly and disc.

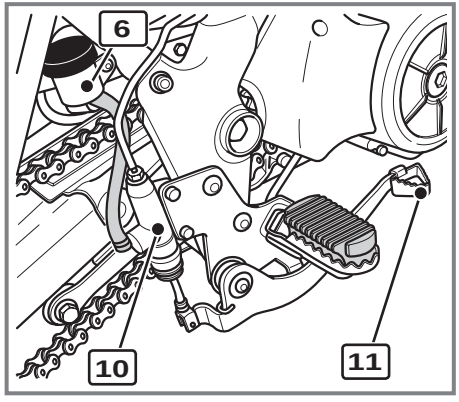
LEGEND

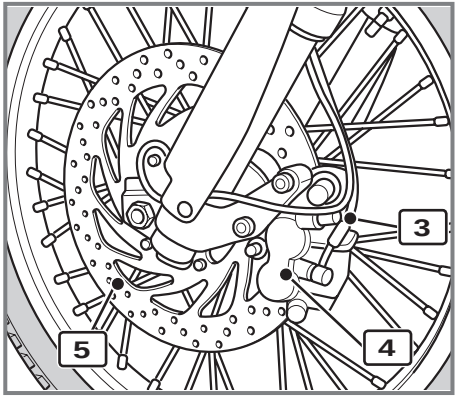
1. Front brake control lever
2. Front brake master cylinder with fluid reservoir
3. Front brake line
4. Right-hand front brake calliper
5. Right-hand front brake disc
6. Rear brake fluid reservoir
7. Rear brake line
8. Rear brake calliper
9. Rear brake disc
10. Rear brake master cylinder
11. Rear brake control pedal
12. Front phonic wheel (ABS version)
13. Rear phonic wheel







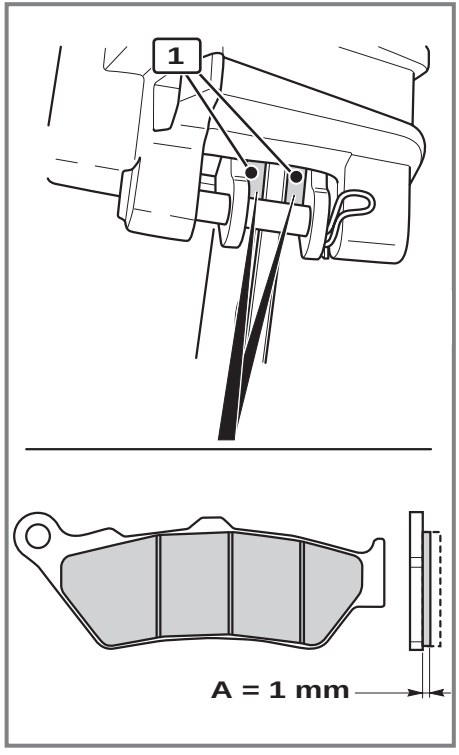




CHECKING BRAKE PADS FOR WEAR

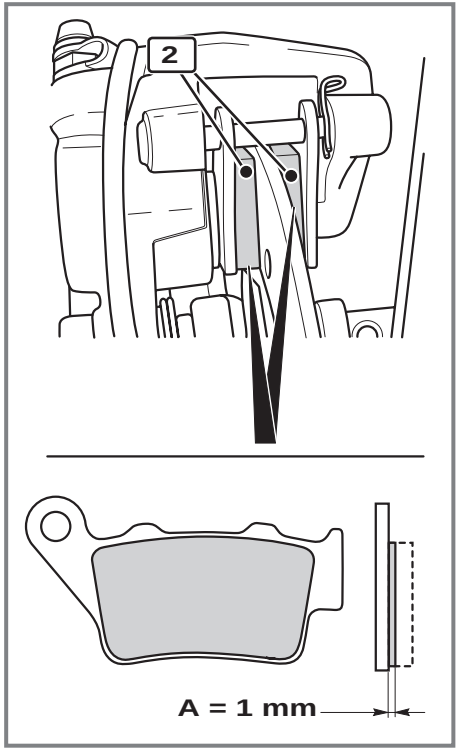
Checking front brake calliper pads.

- Place the motorcycle on the stand.
- Visually inspect the state of the brake pads (1) from the rear of the calliper;



Checking rear brake calliper pads.

- Visually inspect the state of the brake pads (2) from the rear of the calliper;



PAD WEAR

Check brake pad wear.
Service limit " A" is: 1 mm (0.04 in).
If this limit has been exceeded or even if one of the wear indicators is no longer visible, replace both brake pads.

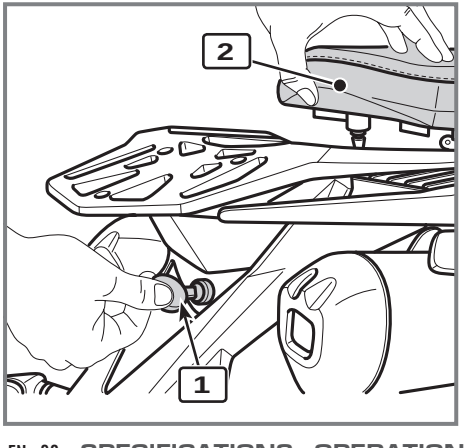
PAD CLEANING

Be careful that no brake fluid or any oil gets on brake pads or discs. Clean off with alcohol any fluid or oil that inadvertently gets on the pads or disc. Replace the pads with new ones if they cannot be cleaned satisfactorily.

REMOVING THE SADDLE

To remove the saddle proceed as follows:
- Insert the key in the lock (1) positioned in the rear part of the motorcycle;
- turn the key clockwise to release the saddle (2), and then lift it and pull it out towards the rear, releasing it from the front fastener.

To fit the saddle back on, fasten it at the front and then press the rear until the fastening "Click" is heard.



BATTERY

The sealed battery does not require any maintenance. When electrolyte leaks, or other failure of the electrical system is detected, apply to the HUSQVARNA Dealer.
If the vehicle remains unused for long periods, it is recommended to disconnect the battery from the electrical system and store it in a dry place.
- After extensive use, battery should be allowed to run a slow charging cycle
  1A for 10 hours for 12V-10Ah battery.
- Battery quick charging is only recommended under extremely urgent conditions, as lead elements life will be greatly reduced.
  6A for 1 hour for 12V-10Ah battery.

BATTERY CHARGER

To gain access to the battery:
- Make sure that the ignition switch has been turned to OFF and that the key has been removed;
- remove the saddle as described in the specific paragraph;
- first remove the BLACK or BLUE negative cable, then the RED positive cable (when reassembling, first connect the RED positive cable, then the BLACK or BLUE negative cable);
- release the elastic (1);
- remove the battery (2) from its housing.

Check, using a voltmeter, that battery voltage is not less than 12.5 V.
If it is not so, the battery needs to be charged.

Using a battery charger with a constant voltage, first connect the RED positive cable to the battery positive terminal then the BLACK or BLUE negative cable to the battery negative terminal.

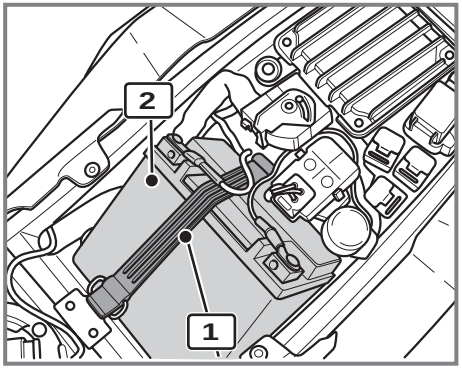
The voltage reaches a constant value only after a few hours, therefore it is suggested NOT to measure it immediately after having charged or discharged the battery.

Always check the battery charge before reinstalling it on the vehicle.

The battery should be kept clean and the terminals coated with neutral grease or petroleum jelly.

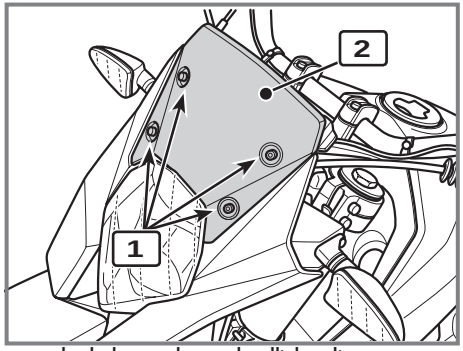
CAUTION*:
Even if not used, the battery shall be recharged with a slow charging cycle at least every 3 weeks.

WARNING*:
When removing the battery, avoid all contact between the battery terminals and the metal parts of the vehicle (e.g. chassis) to prevent short-circuiting.

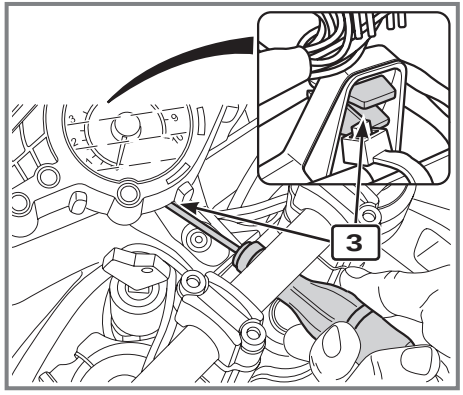


FRONT HEADLAMP BULB REPLACEMENT

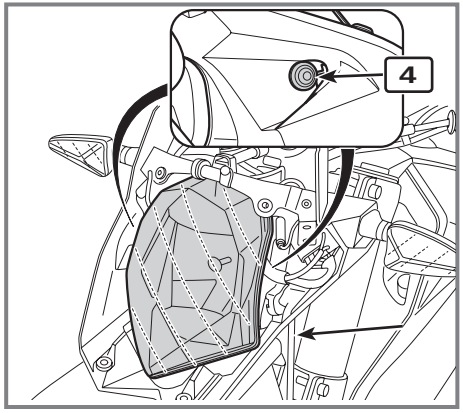
Proceed as follows to reach the headlamp bulbs:
- Loosen the screws (1) and remove the front fairing (2);



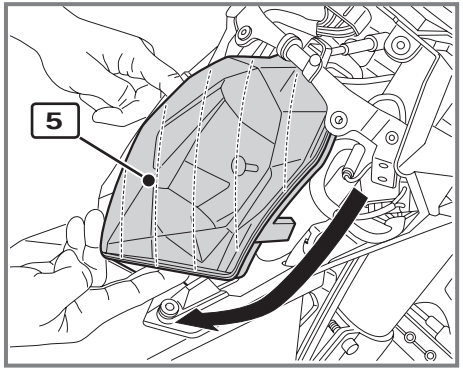
- completely loosen the top headlight adjustment screw (3);



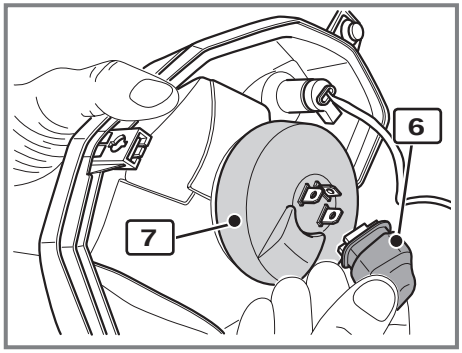
- loosen the two side headlight retention screws (4);



- remove the headlight (5) by turning it downwards (see illustration);

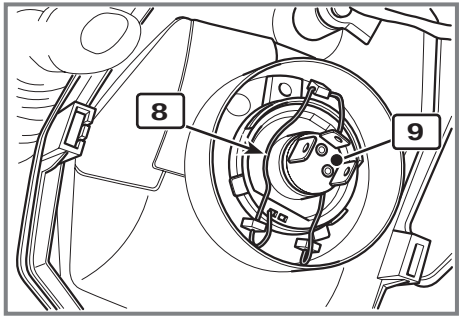


- disconnect the connector (6);



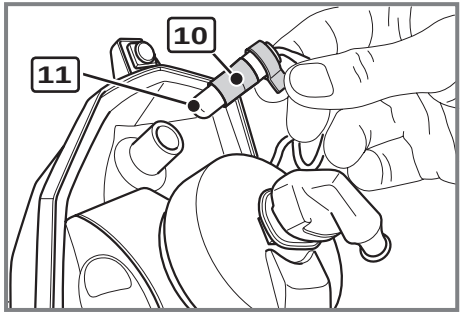
- remove the rubber hood(7), release the retainer clip (8) and remove the light bulb (9);

Note*:
Headlamp bulb (9) is of the halogen type; be careful when replacing it since the glass part shall not be touched with bare hands.



To replace the parking light bulb:
- Detach the bulb holder (10) and remove the light bulb (11).

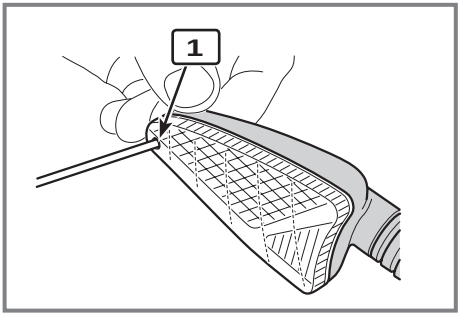
After making replacement, proceed to fit back on in the reverse sequence and then regulate the light beam as described in the specific paragraph.

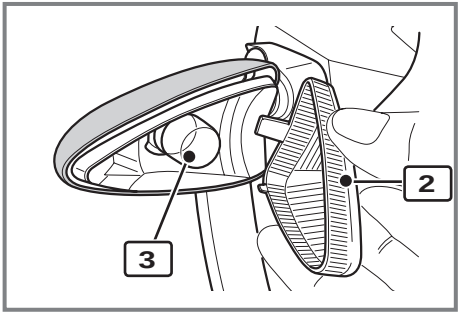


TURNING INDICATOR BULB REPLACEMENT

- Loosen screw (1) using a Phillips screwdriver;
- remove lens (2) and replace bulb (3) pushing it inside, and turning it to remove it;

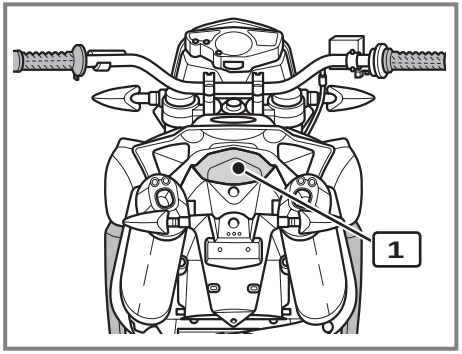
Once the bulb has been replaced, reverse the above procedure to reassemble.





TAIL LIGHT

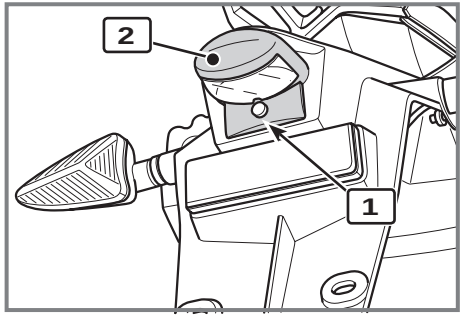
The tail light (1) is a LED light; if it does not work properly, it must be replaced.

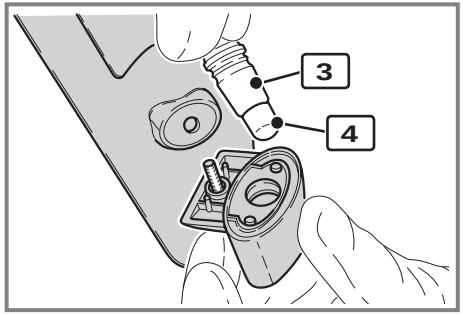


REPLACING THE NUMBER PLATE BULB

- loosen screw (1) and remove the number plate bulb (2) from the mudguard;
- take bulb holder (3) and bulb (4) out of the support;
- pull the bulb (4) to detach it from bulb holder.

Once the bulb has been replaced, reverse the above procedure to reassemble.

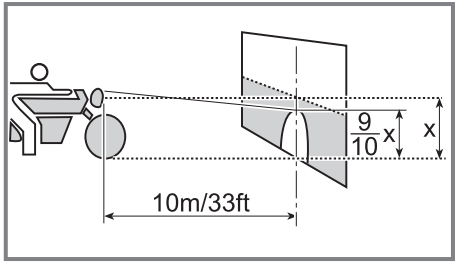




HEADLIGHT ADJUSTMENT

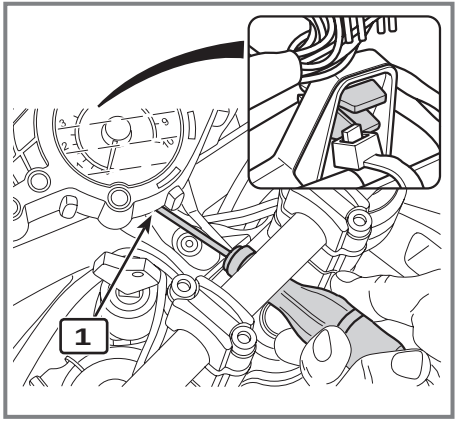
When checking the proper aiming of the headlight beam: inflate tyres at the right pressure, have a person sit astride the motorcycle and set the motorcycle perpendicular to its longitudinal axis
In front of a wall or a screen positioned at a distance of 10 metres (32.8 ft), draw a horizontal line corresponding to headlight centre height, and a vertical line aligned with vehicle longitudinal axis.

If possible, execute this operation in a shaded place.
When the low beam is on, the upper edge between dark and lit zone should be at 9/10th of headlight centre from ground.



Beam height can be adjusted as follows:

- Regulate the setscrew (1) on the upper part of the light unit;
  by tightening, the light beam is raised;
  by loosening, the light beam is lowered.



FUSES

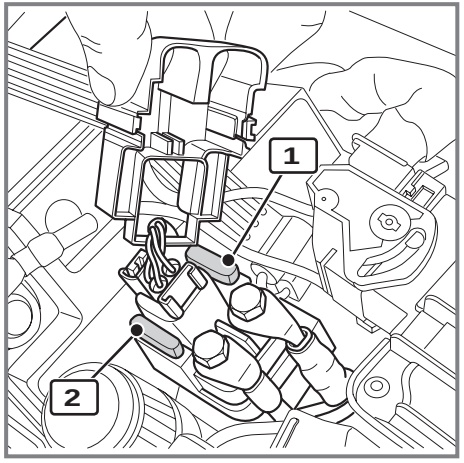
Please note that a fuse malfunction can adversely affect motorcycle operation. To gain access to fuses, proceed as follows:

General fuse (1) - 30A

Two fuses positioned in the rear part of the motorcycle on the solenoid starter, one of which is spare.

1= General fuse.

2= Spare fuse.



Auxiliary fuses (3)

Located at the rear of the motorcycle under the saddle.

Fuse 1 = 7.5 A
- Instrument panel
- Turning indicators
- Engine control
- Solenoid starter
- Diagnosis socket

Fuse 2 = 15 A
- Horn
- Number plate light
- Headlight (high beam and low beam)
- Stop light
- Accessories socket

Fuse 3 = 15 A
- Ignition
- Injectors
- Fuel pump

Fuse 4 = 7.5 A
- Lambda sensor
- Canister washing valve

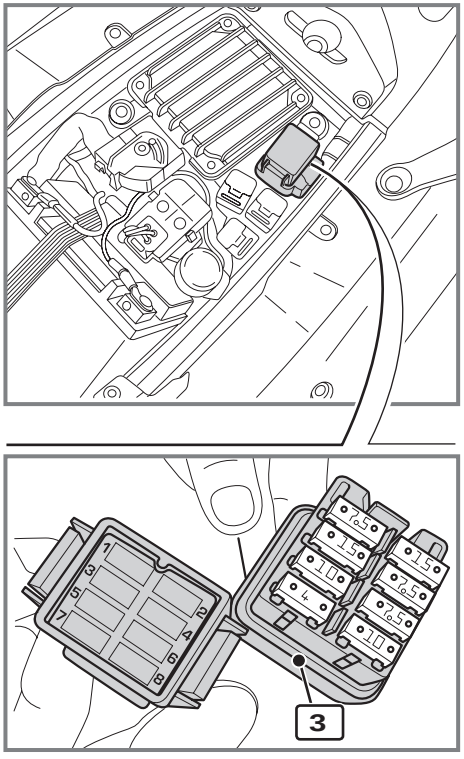
Fuse 5 = 10 A
- Radiator fan

Fuse 6 = 7.5 A
- Instrument panel
- Antitheft
- Diagnosis socket

Fuse 7 = 4 A
- Parking lights
- ABS (where fitted)

Fuse 8 = 10 A
- Engine control

To avoid possible short circuits, set the ignition switch to OFF before servicing the fuses.



• **Never replace a fuse with another fuse with a different rating.**

APPENDIX

LONG PERIOD OF INACTIVITY

When the motorcycle is to be stored for a certain period, it should be prepared for storage as follows:
- clean the entire motorcycle thoroughly.
- Drain all fuel from the tank.
- Fill the tank with fuel added with a stabiliser

WARNING*:
Never release fuel into the environment or let the engine run indoors.

- Lubricate the final drive chain and all the cables.
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or brakes.
- Set the motorcycle on a support or stand so that both wheels are raised off the ground (if this cannot be done, put boards under the wheels to keep moisture away from the tyres).
- Tie a plastic bag over the exhaust pipe to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

To set the motorcycle back ready for use after storage:
- Fill the fuel tank.
- Check all the points listed under the inspection and Adjustment Section (Appendix A).
- Lubricate all the points listed under the "Lubrication" Section (Appendix A).

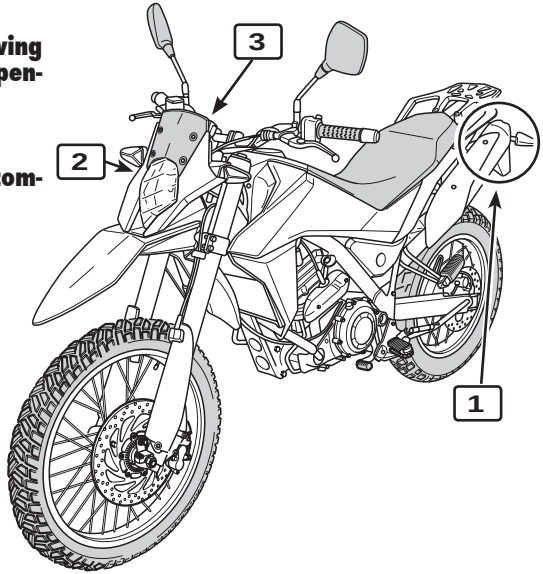
CLEANING

Cleaning the vehicle is very important especially if it is used in special areas or conditions such as:
- coastal areas with a high salt level;
- winter periods in areas where de-icing chemicals and/or salt are used on the roads;
- areas where resinous plants grow;
- especially dusty areas.

Make sure that all dead insects, tar spots, bird droppings, etc. are removed from the bodywork.

CAUTION*:
Before washing the motorcycle:
- the engine must be cold;
- you must carefully protect the following parts from water by covering the openings with cloths or plastic bags:
1) Rear exhaust opening;
2) Air box air intake.
3) Sensitive electrical/electronic components.

- Wash the motorcycle with a low-pressure water jet to remove any dust and mud. The bodywork must be cleaned with a soft sponge and a water and bodywork shampoo solution.
- After cleaning, rinse thoroughly with low pressure running water.



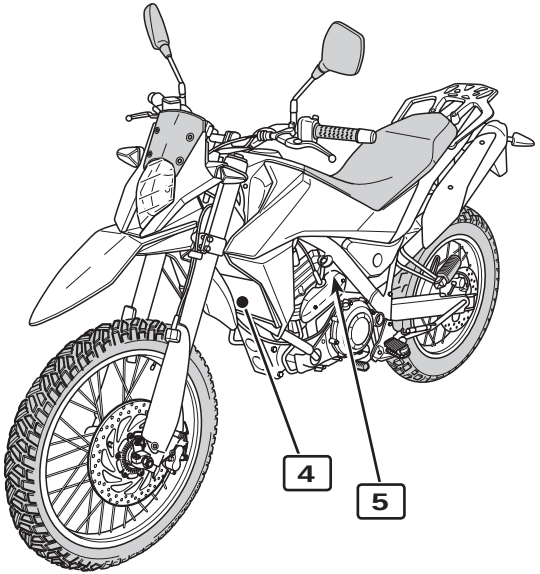
CAUTION*:
AVOID USING HIGH-PRESSURE WATER OR AIR JETS on the ELECTRICAL COMPONENTS and on the FUEL INJECTION SYSTEM, the dashboard (3), the radiator (4), the throttle body (5) and switches (6) and (7).

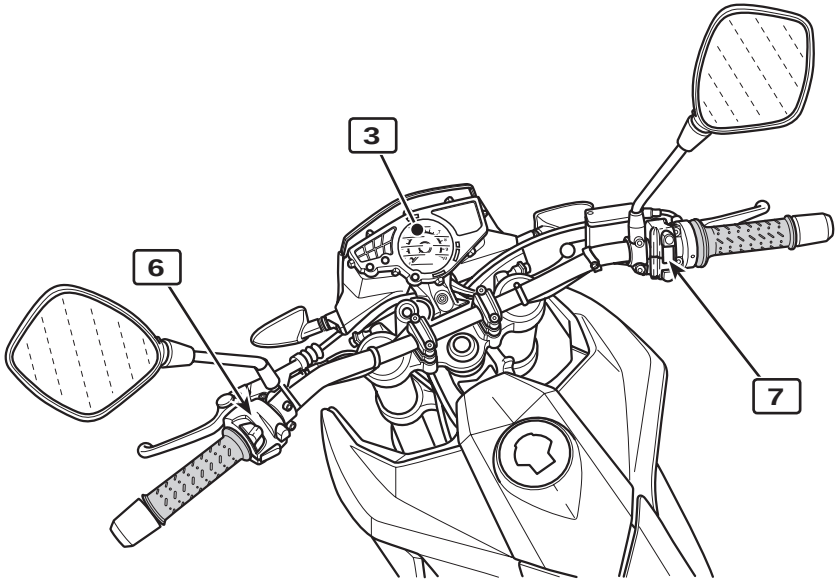
- Wash the saddle with mild, non-aggressive detergent and dry thoroughly after washing.

After washing:
- Lubricate the drive chain, the lever and pedal controls and the clutch cable.
- Briefly warm up the engine.

WARNING*:
Never wax or lubricate the brake discs since this could lead to a loss of braking efficiency and could cause an accident. Clean the disc with a solvent such as acetone.

After washing, braking efficiency could be temporarily reduced due to the presence of water on the friction surfaces of the brake discs and pads. You should therefore calculate a longer braking distance and repeatedly use the brakes until the friction surfaces have completely dried.





PRE - DELIVERY INSPECTION

DESCRIPTION	OPERATION	PRE-DELIVERY
Engine oil	Check level	❑
Coolant	Check	❑
Cooling system	Check for leakage	❑
Electric fans	Check operation	❑
Brakes fluid	Check level	❑
Brakes	Check operation	❑
Throttle control	Check operation / Clearance	❑
Flexible controls and transm.	Check / Adjust	❑
Drive chain	Check / Adjust	❑
Tyres	Check pressure	❑
Side stand	Check operation	❑
Side stand switch	Check operation	❑
Instrument panel	Check operation	❑
Lights / Visual signals	Check operation	❑
Horn	Check operation	❑
Headlight	Check operation / Adjust	❑
Ignition switch	Check operation	❑
Safety switches	Check operation	❑
Battery	Fully charge	❑
Side stand	Check freedom of movement	❑
General test		❑

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